

# The Hongkong Telegraph

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BIRTHS.

On September 26, at Shanghai, the wife of H. VAN DER VEEN, of a son.

On September 28, at Shanghai, the wife of H. L. NORCOK, of a son.

MARRIAGES.

On September 20, at Cheloo, EDWARD FERD. WILLS, M.B., C.M., of the London Mission, Tsao Shih near Hankow, to AMY LOUISE, widow of the late Rev. F. J. Shipway formerly of the Baptist Mission, Tsao Pio, Shantung.

On the 25th August, at the Real Basílica da Estrela, at Lisbon, Mademoiselle GERMAINE MARIE OUR, of Havre, to JOSE NOLASCO DA SILVA, of Imperial Maritime Customs, China.

On September 25, at Shanghai, MILDRED MAY ACKERMAN, of Canton, Cardiff, England, to JOHN GEORGE MACFARLANE of Sunderland, County Durham, England.

On September 28, at Shanghai, ROBERT MORGAN to MARY ANN ELLIE.

DEATH.

On October 2nd, 1906, at "The Chalet," Peak, Captain LIONEL AUBREY, WALTER BARNES-LAWRENCE, R.N., fourth son of the late Canon H. F. Barnes-Lawrence, Bridlington, Yorkshire.

The Hongkong Telegraph  
MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 6, 1906.

CHINESE ENDURANCE.

(1st October.)

A few days ago we had occasion to make a few remarks upon the subject of Chinese magnanimity, as exemplified by their spontaneous offers, both in and out of the Colony, of prompt pecuniary assistance for the sufferers by the awful holocaust of the memorable 18th September. The reason for our writing as we did was the reading of so-called "histories" of China and the Chinese, compiled by western globe-trotters, and others of that ilk. But the storm has brought yet another feature of the Chinese character, which does them credit, and which compares very favourably with that of westerners, suffering under such dire calamity as some of the Chinese are now suffering from—a calamity which has made of them the poorest of the poor, their

very homes, with all their contents, washed from under them, and, in a multitude of cases, their very clothing ripped off their backs. During the first few days succeeding that evil Tuesday, the sights along the waterfront from the East to West were pitiable in the extreme, and unsurpassable in their utter pathos. Families who had but each other left, with, perhaps, the bread-winner snatched from them, huddled together in misery, knowing not where to turn for comfort and for warmth in the cold and biting rain, which kept their poor rags constantly saturated, and clinging to their chilled and starving bodies. And here's where the admirable feature of the Chinese character, in the very lowest classes, manifested itself. With all their misery, with all their cold and hunger, with almost everyone mourning the loss of one or other member of their so lately united families, there was no loud outcry; there was no disorderly behaviour; there were no riotous and disgraceful scenes. The victims of the disaster bore their trouble with that patient endurance which, we are told, is God-like, and which might well be emulated by many a western nation under similar conditions and in like circumstances. But more than all this, and most remarkable of all, a condition of affairs which might, not naturally, have been expected, and scarcely have excited annoyance or resentment, under such terrible trials as they have had to endure, has been entirely conspicuous by its absence—there has been no begging! All things being equal, could the same story have been told of a Western city under similar circumstances? We opine not. No one could have been surprised if the streets had been literally thronged with beggars, so that an open palm would have been at one's elbow at every turn, and a whining, wheedling voice, imploring *camsha*, at one's ear. But there has been none of it; and though the warning of the elements which deprived the poor folk of their all—and very little all at that—is now two weeks old, we have not met, in all our investigations and inquiries, a single person who is in a position to say he has been molested or impeded for alms. There may be two causes for this very unusual, but very satisfactory state of things. It may be that the unfortunate have been given to thoroughly understand what the foreigners and their own countrymen are doing for them, and therefore have been exercising this remarkable patience; or it may be that the wealthier classes have taken the matter so well in hand as to, at least for the present, lift the poor victims of that disaster above the necessity for mendicancy. We like to think that both causes contribute to the satisfactory state of affairs in equal degree.

THE LATE CAPTAIN BARNES-LAWRENCE, R.N.

(2nd October.)

And still the tale of the typhoon's victims is not told, for, as will be seen by the announcement in another column, there is yet another victim to be added to the list of those who have lost their lives as a result of that storm's ravages. We speak of the Hon. Captain Barnes-Lawrence, R.N., who, for the past three years has been our respected and highly-esteemed Harbour Master, and whom, we venture to say, a better or more efficient officer has never filled that onerous position. With all the multifarious business, and the ramifications of his department, visitors and callers found him, at all times, ever the same genial, courteous gentleman, ready to listen to reports, to hear complaints, to attend to suggestions, and to give advice upon all matters pertaining to mercantile marine affairs, whether the giving of such advice came within his province or not. In all such matters he was most approachable, and no one seeking his advice or assistance was ever "sent empty away." As a Harbour Master he lent a ready-ear to all suggestions, and considered them and their practicability, being never above accepting a hint, even from the layman and outsider, if it tended to benefit harbour conditions; and many an improvement in the mooring accommodation, the lighting at night, the new piers, are due to his foresight, and thought for the benefit of the mariners frequenting this harbour, as well as of the port itself. He never lost sight of the fact that the port of Hongkong was the first port in point of tonnage, in the British Empire, and that he was the Harbour Master of that port, and he recognized that it behoved him to maintain the traditions of the harbour over which he, in a manner of speaking, ruled. And it was in the strenuous exercise of his multifarious duties—some, even, self-imposed duties—that he contracted the illness that proved his undoing, and removed, from our midst one of our ablest and most popular officials. His motto appeared to be "ask not another to do that which you can do yourself," and so it was that, after that dire and dreadful typhoon of the 18th September, desirous to make up his reports, and gather all the data possible, from his own personal observation, and although he was even then in but indifferent health, he made a complete tour of inspection of the harbour proper, viewing the wrecks, making inquiries here and there, and gathering all the facts as they then could be gathered. But, unfortunately, the Colony was not free of typhoons, and Capt. Barnes-Lawrence caught a bad chill, upon which dysentery supervened, and although he stuck to his desk and to his duties, with all the hardihood of a naval-trained officer, he was at length forced to admit himself beaten, and nine days ago it was announced that the Harbour Master was indisposed, and unable to attend the office for a day or two. And that was the beginning of the end.

Daily inquiries were made at the Harbour Office; and by telephone at his residence, and daily they became, to his friends more disheartening, though no one dreamt of a fatal termination of his illness then, so that when it was announced this afternoon that the Hon. Capt. Barnes-Lawrence had passed away at 1.50 p.m. to-day it came as a great shock, and on all sides expressions of the greatest regret were heard. He was a friend to all, and everyone who knew him, in business or in social life, felt himself at once his friend. As a marine magistrate he appeared to be admirably—aye and more than admirably—fitted for the position, with all its heavy responsibilities, and many a mariner, this day astir on many seas, hastened to thank him for "the salvation" of his position, and the saving of him from doing foolish things, which would have left him to become stranded, a leper and beach-comber in this Colony, but for the good advice of their friend the Harbour Master. Many a one will remember how, when called upon to visit sailors for various breaches of the Mercantile Marine Laws, he would call them into his private office, and there talk to them—not as Magistrate to accused—but as man to man, and only when they persisted in their refusal to return to duty, would he put them on trial in open Court. Captain Barnes-Lawrence had seen much service before he retired from the navy, having been in the punitive expedition up the Gambia River in 1876; on the Somali Coast, with the naval expedition in the Kafir War throughout the Egyptian Campaign of 1882, his services being called to the rescue of the Chinese coolies in mining camps and the community, and the record of the Colony on this most fatal occasion is one which ought to be inscribed in letters of gold. While it does not become those who belong to Hongkong to sound panegyrics on the benevolence of the community, there can be no question that the Colony has risen to the occasion and opened its heart to the sufferers. There are hundreds of women and children who have lost their breadwinners and their all, but we may be certain they will be provided for by the generosity of their fellow-citizens. It is frequently asserted that the Chinese are callous in the extreme, that they regard the miseries of others with equanimity, and that they are seldom open to the calls of humanity. But who can aver that, who has lived in British colonies where the Chinese form the greater proportion of the population? Time and again in Hongkong the wealthier section of the Chinese have come to the rescue of their poorer compatriots and have shown in the most signal fashion their regard for human suffering. It was the Chinese who spontaneously came forward and through the *Hongkong Telegraph* notified that they were prepared to contribute substantially, to any fund which might be inaugurated by His Excellency the Governor for the benefit of the unfortunate victims of the typhoon. The fund was started and the sympathetic heart of the Chinese is evidenced by a glance at the subscription lists. But this is not the first occasion by any means when the native element has by its deeds confuted the oft-repeated allegation that it was without the "bowels of compassion." The *Shanghai Times* has rightly characterized the behaviour of the Chinese residents of Hongkong by the term "magnificent," and those who understand the bacillus, but up to the present the subject is still matter for speculation, although certain results have been obtained which promise to lead to valuable conclusions. The bacillus has been found, it is stated, but what we are more especially concerned with is the cause of the disease. The medical fraternity may be permitted to conduct their investigation into the remedies which will decimate the bacillus, but it is for us to call the attention of the public to the probable origin of the disease. A long article on the subject appears in the latest issue of the *Journal of Tropical Medicine* which has just come to hand, and as it bears special reference to the East and to the ravages of the disease in the Southern Settlements where so many Chinese flock it is worthy of consideration. Some years ago it was argued that beri-beri as found in British Malaya was due to mouldy rice, and although there was a divergence of opinion on the subject the theory is held by many medical men at the present time. In Malaya the coolies are fed on Rangoon rice but we read: "Rangoon rice is more liable to be attacked by moulds and weevils than any other kinds of imported rice; it is also more difficult to clean cooking, as it soon becomes broken in the necessary process of kneading and washing, but it is cheap and is in common use." The conditions under which rice is shipped from Rangoon are also calculated, it is said, to lead to its deterioration through damp. Dr. John D. Gimlette, who contributes the article in question, and was located for some time in Malaya, observes: "Many of the untrained Chinese were lodged in some newly-erected coolie lines, and it was thought at the time that they were being affected by reason of a somewhat extensive disturbance of the soil which was found necessary when erecting their building. As beri-beri has been thought by some to have an indefinite connection with disturbance of the soil in the tropics stress was laid on the fact; greater attention was paid to sanitation; old buildings were destroyed; the ventilation and hygiene of the camp generally improved, and overcrowding prevented as far as possible." The incidence of malaria cases decreased but on the other hand beri-beri increased, the type being noted for its exceptional virulence. It was not until the latter part of 1905 that the question of diet arose and the connection between mouldy rice and beri-beri examined. The Chinese did not attribute the disease to the consumption of unwholesome rice but to the conditions to which they were subjected in the mines. In December last Dr. Gimlette examined samples of the rice which was being prepared in the coolie lines at the Sokor district hospital and the result was sufficiently startling. He found that these samples were full of the live larvae of a small light brown moth and that the grains of rice were clotted with excrements of matter. "The worst sample was one taken at the coolie lines occupied by some Chinese miners under contract to a Italian named Al-Juan. This contained, in addition, a few small beetles, as well as the well-known rice weevil, *Catolaccus oryzae*." Experiments were made with equal quantities of Rangoon rice and Siamese rice and it was found that under ordinary conditions the Siamese rice did not become mouldy so quickly as the Rangoon variety, but the main conclusion arrived at was that "mould on rice is not destroyed by boiling" as it forms gaudy sapples. "It seems not unlikely," the addls, "that Chinese cooking pans, unless thoroughly cleaned daily, might become contaminated in this way, as well as tubs of water in which rice bowls and spoons are washed on the conclusion of a meal, by reason of rice falling into the tub and decomposing therein." At the same time Rangoon rice is not to be branded as specially unwholesome. The principal thing is to confine the diet to rice which has not been contaminated, as damp and consequently mouldy through prolonged exposure to the air. Unfortunately, the writer does not offer a suggestion as to how this plan is to be carried out in cases where large quantities of rice have to be kept in stock. The best method where Chinese coolies in mining camps are concerned would be to mill the local rice on the spot in such quantities as might be required from time to time, but of course that is a tame solution which in the majority of cases, it is to be feared, could not be carried out. At any rate, it would not seem to be practicable in Hongkong, so that if beri-beri is really due to rice which has not escaped contact with the air we still remain in the speculative stage. The problem of beri-beri which is found all over the East and has a special interest for Chinese residents still remains open, but it may be hoped that the investigations of scientists will, at no distant date, result in the discovery of the origin as well as the cure of this baneful affliction.

THE NORTHERN APPRECIATION.

Unstinted praise is awarded Hongkong by the newspaper of our sister colonies for the admirable response made by those who, having escaped the ravages of the recent typhoon, are now subscribing so liberally towards the relief fund. The *Shanghai Times* for example remarks: "Our warmest admiration is excited by the spirit shown by the Hongkong people, and while deplored the awful destruction of life and property, we cannot help feeling a glow of pride in the occasion, to think that our sister city has shown herself so great and noble in the face of disaster. Of the magnificent manner in which the Chinese behaved in the emergency we have already written at considerable length." The writer proceeds to quote the *Hongkong Telegraph* and concludes: "Truly a spirit of emulation in good work seemed to pervade all classes of the community, and the record of the Colony on this most fatal occasion is one which ought to be inscribed in letters of gold." While it does not become those who belong to Hongkong to sound panegyrics on the benevolence of the community, there can be no question that the

he was not fit to hold his position, or words to that effect, and there the matter stands. It is not stated whether the engineer replied with a "no quaque," but if Chinese engineers resemble their western prototypes he most certainly gave the director a clear and definite view of his opinion of directors in general and that director in particular, probably adding a few choice references to the director's ancestors and personal history. Of course, such contumacy on the part of a mere servant of the company is to be highly reprehended, but it is a well known fact that men who have acquired a technical education have a profound and scarcely disguised contempt for untechnical humanity. In other respects they may be the most genial and charming of people, but in matters concerning their own profession they will not tolerate argument or suggestion. The engineer of the Canton-Hankow railway had, no doubt, the last word in that encounter, but the director has the final say in the matter when it is brought under the notice of the board. Apparently the vernacular papers attach some importance to the incident, for it has been given prominence in the Press and seems likely to lead to fresh developments. In connection with the directorate of the Canton-Hankow railway the rumour is again given currency that the president of the board of directors has resigned in consequence of his dissatisfaction with the views expressed by his colleagues. It is stated that Cheung Pat Shi has been nominated to fill the vacancy and that his candidature is looked upon favourably by the general body of shareholders and the members of the board. Cheung Pat Shi is the promoter of the railway which it is proposed to construct from Canton to Whampoa and thence to Amoy. It might have been thought that the proposed railway being only in its initial stages would have absorbed all the energies of Mr. Cheung for a considerable time to come, but apparently the shareholders of the Yueh-han line believe that a man capable of securing official, that is to say Imperial, assent to a scheme which has been projected by himself, and which he himself proposes to carry out, is eminently suitable to guide and guard their interests in another scheme of railway development. Mr. Cheung was formerly Consul-General for China in the Straits Settlements and like so many of his compatriots made a fortune in the Malayan tin mines. These differences and changes may or may not be of potential significance, but they show at least that the Yueh-han railway construction scheme is not being allowed to drift, but is being pushed forward by the shareholders and officials and its consummation is not to be doubted.

#### NEW-FANGLED NOTIONS AT KULANGSU.

What may be described as a matter of supreme public interest was discussed at a meeting of the Kulangsu Municipal Council, Amoy, held so far back as the 11th September. Some misguided person in that united and bucolic community has lately had the temerity to import a motor bicycle and display himself along the highways and byways of the Municipality. It was not alleged that the throbbing and clatter of the motor had disturbed the somnolent tendencies of the inhabitants or that the fact of any one being in a position to import the new-fangled machine had aroused jealousy where all was formerly concord, but it was claimed that the fact of a motor bicycle whizzing at untold speed along the byways was a menace and danger to the residents. In fact, the mechanical device was a thorough nuisance and should be suppressed without further delay, for there was no telling whether others might not so far lose their equilibrium in a burst of modernity as to invert their savings in a similar contrivance. Here was a subject of sufficient importance to receive the profound consideration of the tribunes of Kulangsu. Should they nip this unwonted and amazing effusion of spirit and independence in the bud, and order the motor bicycle to be confiscated while the miserable owner should be punished *d'la prison de Chillon*, or should they exercise that magnanimity for which Kulangsu is so justly famed? There was no precedent on which to act; the by-laws made no reference to "puffing billies" or "flying Dutchmen" or the like. Matter for thought indeed. But the Councillors were equal to the occasion and they drew up a resolution which was deceptively hortatory and appreciative all at one and the same time. It was a resolution which might have been laid before a frivolous son of an anxious father. The Council instructed the secretary to inform the owner of the motor bicycle that, while the Council consider such machines undesirable on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents and, for the present, are willing that, closed time for riding the machine shall be from 4 p.m. to 6.30 p.m." Nothing could be better; nobody could be offended; and yet there is that caution to the rash "delinquent" and that sage advice to others who might be inclined to follow the broad road to destruction which show that the councillors are diplomats as well as advisers—fathers of the people in every respect. It is unfortunate that nothing is said about a penalty should the wild innovator of Kulangsu disregard the "closed time" and persist in careering madly round the Municipality between the hours of 4 p.m. and 6.30 p.m., when the Kulangsu colonists are sauntering towards the new cricket club pavilion in their best bib and tucker and the men are discussing at great length their last poker hand on the previous night. We suggest that the penalty should be something mixed with boiling oil. No one would be so heartless as to suggest that the offender should be banished from the sweet delights and placid peacefulness of cheerful Kulangsu. But perhaps if the villain persisted in his nefarious practices it might come to that. We trust most sincerely that the people of Kulangsu will take the advice of their city fathers and have nothing

whatever to do with those soul-racking, heart-breaking, irresponsible, disgusting and plebeian motor bicycles. If only Hongkong would take the same advice we might be almost as happy as Kulangsu.

#### TELEGRAMS. HONGKONG TELEGRAPH SERVICE.

##### SHANGHAI POLICE STRIKE.

##### VOLUNTEERS MOBILISED.

##### SIKHS BEFORE THE COURT.

##### JUDGE'S APPEAL TO LOYALTY.

##### [From Our Own Correspondent.]

##### Shanghai, 1st October,

2.50 p.m.

One hundred and five Sikhs of the Indian contingent of the Municipal Police went on strike yesterday.

The Volunteers were mobilised.

The disaffected police were disarmed and subsequently confined to barracks.

The stations affected by the strike are—Hongkew, Central, Louza, Bubbling Well Road and Sinza.

Eight of the Sikhs, alleged ring-leaders of the strike, were charged to-day before the Court. They were conducted to the Consulate under an escort of Naval Guard.

The presiding Judge appealed to the loyalty of the men to return peaceably to duty. His Lordship addressed the Hongkew strikers and trusted that they would return to their station with minds disabused of their alleged grievances.

The men did not appear to be moved by the Judge's address and were still dissatisfied, but left the Consulate without manifestations of hostility to the authorities.

Two of the Yangtzeopoo intimidators were sentenced to three months' imprisonment with hard labour.

##### SIKHS RETURN TO DUTY.

##### EFFECT OF JUDGE'S ADDRESS.

##### [From Our Own Correspondent.]

##### Shanghai, 1st October,

4.25 p.m.

The Sikh police have returned to duty temporarily after being further addressed by the Judge.

##### SIKHS RESUME DUTY.

##### [From Our Own Correspondent.]

##### Shanghai, 2nd October,

12.10 p.m.

The Sikh police, who went on strike on Saturday evening, returned to duty yesterday afternoon.

##### INTERPORT CRICKET.

##### ARRIVAL OF HONGKONG TEAM AT SHANGHAI.

##### [From Our Own Correspondent.]

##### Shanghai, 1st October,

2.50 p.m.

The Hongkong cricketers arrived here on Sunday morning. Our guests will be entertained at the Country Club to-day.

##### OPENING MATCH POSTPONED.

##### [From Our Own Correspondent.]

##### Shanghai, 2nd October,

12.10 p.m.

There has been a drizzling rain all last night and the weather continues much the same to-day. The condition of the cricket pitch is such that the opening match has had to be abandoned for to-day.

##### THE INTERPORT MATCH.

The N.C.D. News of 25th ult. says:—Saturday's ticket was not particularly favourable to cricket and the matches played, though interesting in themselves, could not have helped the Selection Committee very greatly in choosing the team to meet Hongkong next week. No objection is likely to be taken to the ten names chosen on the form shown during a greatly interrupted season. Nine of them were included in the dozen cricketers whose play we criticised a fortnight ago, and the tenth, Mr. Weippert, was not then back in Shanghai. His appearance behind the wickets on Saturday was very welcome and it was evident that he had not lost his old-time sureness of hand and eye. Accounts from Hongkong indicate that the visitors will have a very serviceable eleven and it is noticeable that all are spoken of as very safe in the field, a department of the game in which players in the Far East are apt to be slack. The slywags map of Shanghai will probably not be definitely chosen till the end of this week. Although the match comes early in the social season, our visitors will enjoy a hospitable reception. On Tuesday night following the first day's play there is to be an open-air gaiety with fireworks on the cricket ground; for Wednesday a smoking concert at the Lyceum is promised; and on Thursday there will be a dinner at the Shanghai Club. Members of the Cricket Club are invited to subscribe to these entertainments. Lists will be found at the Club house and at the Shanghai Club.

#### CHANGES IN SHANGHAI TEAM.

##### WEATHER CONDITIONS FAVOURABLE.

##### [From Our Own Correspondent.]

##### Shanghai, 3rd October,

10.25 a.m.

The weather to-day is fortunately excellent and the ground for the interport cricket match is in good condition.

The match commences at 11 a.m. and there are already signs that there will be a large attendance.

Messrs. Martin and Wheen replace Messrs. Turnbull and Lanning in the Shanghai team.

##### SHANGHAI'S FIRST INNINGS.

##### ALL OUT FOR 130 RUNS.

##### HONGKONG'S PROSPECTS—BRIGHT AND ROSY.

##### 1.45 p.m.

Hongkong won the toss and elected to send Shanghai to the stump.

The wicket is sticky, but it is gradually improving in the fine weather which is being experienced.

Weippert made a splendid stand against the Hongkong bowlers—and along with Martin punished Mr. H. E. Stanger-Leathes most effectively.

As a result the bowling proved very expensive when the eighth and ninth wickets came on.

Mr. T. E. Pearce being unwell has been replaced by Mr. H. R. Phelps.

The score up to the time of the adjournment for tiffin was 112 for eight wickets.

At that hour Weippert had knocked up 40 and seemed to be going strong.

Martin proved an excellent partner and his score stood at 27.

##### LATER.

After tiffin, however, Weippert was caught by Phelps when he had only added 7 to his score, while Martin was only able to put up another 5.

The total for Shanghai's first innings was 130.

Hongkong's prospects are rosy and a win for the southern Colony would be very popular. In fact, it is confidently believed that Hongkong is bound to achieve a victory.

The score stands as follows:—

T. Wallace	l.b.w.	b Bird	5
Ollerdesen	c and b	Hancock	12
H. E. Moule	st. Bird		5
L. Walker	c Hancock	Bird	3
V. H. Lanning	c and b Hancock		5
G. C. Dew	l.b.w.	b Hancock	12
W. K. Stanton	l.b.w.	Bird	3
W. H. C. Weippert	c Phelps	b Bird	47
Martin	c and b Hancock		32
F. M. Guiffoyle	run out		1
A. F. Wheen	not out		5
		Extras	1
		Total	130

##### SECOND INNINGS.

##### [From Our Own Correspondent.]

##### Shanghai, 2nd October,

12.10 p.m.

The Sikh police, who went on strike on Saturday evening, returned to duty yesterday afternoon.

##### HONGKONG'S HOLOCAUST.

##### EXTRAORDINARY COLLAPSE OF THE TEAM.

##### DISMISSED FOR 46 RUNS.

##### 4.35 p.m.

Hongkong went to the wicket when a most extraordinary collapse occurred.

The entire team was dismissed for 46 runs.

Lanning took eight wickets for 10 runs.

Guiffoyle had two wickets for 31 runs.

The hat trick was performed by Lanning.

##### SHANGHAI'S SECOND INNINGS.

##### Possible Chance for Hongkong to Draw.

##### [From Our Own Correspondent.]

##### Shanghai, 4th October,

2.27 p.m.

Again there was a large attendance of spectators at the interport cricket match to-day.

When wickets were drawn last night three of Shanghai's team were down for 80 runs.

Matters did not appear to be so favourable for the Shanghai men to-day as they were yesterday.

The highest score was made by Walker who raised his overnight score from 8 to 20, when he was caught by Turner from a ball nicely placed by Bird.

Lanning had 9 to his credit when stumps were drawn last night.

He had only added one more to that figure on resuming to-day, when he was clean bowled by Stanger-Leathes.

The remainder of the wickets seemed to have a taste of the luck which fell to the lot of Hongkong yesterday.

Now was dismissed for 6; Weippert, yesterday's top scorer, had to

retire with only 1 to his credit, and Guiffoyle did little better, although he managed to compile 12.

Shanghai having compiled 121 left Hongkong to knock up 206 to win.

Dixon and Lucy did not show to any great advantage being out for 10 and 1 respectively.

Turner was similarly bowled by Lanning for 1, and then the tiffin adjournment was taken.

Smith and Hancock were not out, with 10 and 6 to their credit respectively.

Hancock was playing a forcing game which proved very effective.

##### HONGKONG BADLY BEATEN.

##### ALL OUT FOR 66 RUNS.

##### [From Our Own Correspondent.]

##### Shanghai, 5th October,

#### CHOLERA AT SHANGHAI.

##### FIFTY CHINESE DEAD THIS WEEK.

##### [From Our Own Correspondent.]

##### Shanghai, 4th October,

3 p.m.

Cholera has made its appearance in Shanghai.

Fifty Chinese have succumbed to the disease during the present week.

## THE TYPHOON.

THE RELIEF FUND.  
FURTHER CONTRIBUTIONS.

1st inst.  
Mr. H. Hunter, the hon. treasurer, acknowledges with thanks the following subscriptions—  
Already acknowledged ... \$37,223.65  
Nippon Yusen Kaisha ... 3,000  
Banque de l'Inde Chine ... 2,000  
Chartered Bank of India, Australia & China ... 2,000  
Carlowitz & Co. ... 1,000  
Mercantile Bank of India, Ltd. ... 1,000  
Mitsui Bishi Goshi Kwaisha ... 1,000  
Netherlands Trading Society and Staff ... 1,000  
Hughes & Hough ... 250  
Palmer & Turner ... 250  
Collected by China Mail Ltd. ... 109.57  
Staff, China and Japan Telephone & Electric Co. ... 136.50  
A. F. Arculli ... 100  
H. F. Carmichael ... 100  
European Staff, A. S. Watson & Co., Ltd. ... 100  
G. Kubota, Consul for Japan ... 100  
Lands Crawford & Co. ... 100  
A. R. Marry ... 100  
Denison, Ram & Gibbs ... 75  
Mr. and Mrs. S. T. Dunn ... 50  
A. C. Hynes ... 50  
R. R. Hynd ... 50  
D. I. ... 50  
B. L. ... 50  
A. Rodger ... 50  
St. Andrew's Chapter ... 50  
His Honour Mr. A. G. Wise ... 50  
Collected by China Mail Ltd. ... 46  
A. B. Avasia ... 25  
T. E. Cocker ... 25  
Lt. Col. H. G. Pitton, D.S.O. ... 25  
R. A. Hale ... 25  
E. A. Irving ... 25  
P. N. H. Jones ... 25  
Oto Kong Sing ... 25  
E. Buxton Forman ... 20  
W. S. Dupree ... 10  
Miss H. S. Fletcher ... 10  
Miss S. V. Fletcher ... 10  
Miss Johnstone ... 10  
J. P. M. ... 10  
Alberto Moreno ... 10  
E. A. Nicholls ... 10  
Miss L. A. Eye ... 5  
Mrs. Lai Yau Chee ... 5  
\$90,451.72

## THE CANTON RIVER FLEET.

## DOWN RIVER STEAMERS WEATHER BOUND.

The first arrivals in port of the Canton River fleet of passenger steamers since Friday morning last were the ss. *Hankow* and the ss. *Kwongtung*, which came in within a few minutes of each other yesterday (Sunday) forenoon. The storm of Friday night and Saturday was responsible for no less than three river boats and four ocean steamers bound down from Canton laying in shelter from Friday night until Sunday morning. To relate the experiences of any one of these seven steamers is to narrate the identical account of the rest; all being anchored within a radius of a few hundred yards of one another went through the same incidents throughout the thirty-six hours previous to the vessels weighing anchor for Hongkong on Sunday morning.

The ss. *Hankow*, Capt. B. Branch, of Messrs. Butterfield and Swire, was the first to reach Hongkong yesterday, and on her arrival particulars of her voyage were gathered on board. The *Hankow* left Canton on her usual return trip on Friday evening, 26th ult., at 6.30 p.m. Proceeding down river no eventful incident occurred and there were no indications at the time of an impending storm. At ten o'clock the same night the *Hankow* met the French steamer *Paul Beau*, *Vingking* and *Powan* within seven minutes of one another on their way up to Canton from Hongkong. The *Hankow* stopped and spoke these vessels, when Capt. Branch learnt that at 5 o'clock on Friday evening the typhoon gun had been fired at Hongkong indicating the approach of a gale. The up-river steamers after imparting the information to the *Hankow* proceeded to Canton. At this time those on board the *Hankow* observed the ss. *Kwongtung* (Capt. Walker), returning to anchor. The ss. *Hankow* soon after turned round and anchored off Tai-lung-island. This was at 10.30 p.m. To continue the journey would be run right into the gale which began to blow with great force in the vicinity of Hongkong shortly after eleven o'clock on Friday night. Anchoring at the time he did Capt. Branch was just exercising the utmost caution dictated by good seamanship born of the experience of many years' trading in these waters.

For an hour or two after anchoring, no abnormal weather prevailed. Shortly before midnight, however, it commenced to blow very hard with heavy rain squalls. Throughout Saturday there was no sign of the wind moderating; quite a gale blew all that day, the wind gradually veering to Eastward with heavy squalls. On that day (29th Sept.) the ss. *Powan* left Canton for Hongkong at 8 a.m. At about noon Capt. Valentine decided to anchor also; the *Powan* dropped her moorings within hailing distance of the paddle-wheeler.

It was not until a late hour on Saturday afternoon that the gale began to ease down a little, the wind appearing to be at its height at 2 p.m. when the barometer read 29° 45'—the lowest reading recorded on board during the gale. The steamers had sought safety in a well sheltered position; for in spite of the violence of the wind the sea at no time was raised into fury, and but for the shrieking wind it could not be conjectured by the smoothness of the water that a gale of almost typhoon force was raging in the vicinity. There was apparently a lull during the early part of Saturday night. From two to four o'clock in the morning of Sunday it began to blow again. There were two or three squalls at intervals from the SE, and those on board spoke of them as of terrific force. In fact, Capt. Branch expressed his belief that "it blew harder than ever it had been before."

The *Hankow* got under way again at 6.30 a.m. on Sunday (Sept. 30). Her companions in shelter were the *Powan*, *Kwongtung*, the chartered ss. *Salbury*, the *Chowfa* and two other ocean-going steamers. The *Hankow* continued the voyage to Hongkong without incident. Several severe squalls were experienced all the way down as far as Lin-lin when the weather cleared and port was made in the forenoon. The *Hankow* moored alongside her wharf at 11.30 a.m. She had on board three European passengers besides Capt. Christie, Jardine's well-known pilot on the Canton River. The number of Chinese passengers was about eight hundred, none of whom at any time manifested the faintest symptom of alarm. They took their enforced prolongation of the voyage in a practical manner; those who did not provide themselves with meals had ample provision served out to them by the orders of Capt. Branch who and whose officers made of the hundreds of passengers' novel experience as little irksome as possible under the circumstances.

The barometric readings are interesting: Friday, midnight, 29° 70'; Saturday, 29° 45'; Sunday, 29° 50'. Then rose gradually until Sunday when at 6 o'clock in the morning the register indicated 29° 85', the steamer weighing anchor for Hongkong shortly after. In conversation Pilot Christie was heard to observe that never, in all his experience, had he known such irregularity in the readings of the glass in a storm like that of Saturday last. It was all the more strange as the storm followed in such rapid succession the typhoons which had passed within a very few days previously.

The *Hankow* sighted the *Kinshan* ashore at Castle Peak, shortly after 8 a.m. On being signalled she hove to and picked up Capt. W. E. Clarke from the *Kinshan*, at 10.30 a.m. As reported on Friday, Capt. Clarke proceeded by his Company's despatch vessel—the *Lungshan*—to direct the further operations attending the salvaging of the *Kinshan* by the Dock Co.'s dredger, the *Canton River*. Both the latter vessels weathered the storm on Friday and Saturday. There was little or no change in the position of the *Kinshan*, and the *Canton River*, in spite of her heavy hamper, was lying snugly at anchor. Our latest information is that the effect of the wind and waves had been to partly fill up the channel the dredger had been cutting for the *Kinshan* on the sandy bed of the Bay at Brothers' Point. Although unfortunately causing the re-floating of the riverboat to be retarded, the partial silting up of the channel in no way endangers the absolute security of the *Kinshan* or lessens the chances of taking to sea again.

The *Hankow* passed the wreck of the *Heung-shan* some distance. No signals were exchanged between the two vessels, and as far as could be judged by those on board the former the stranded steamer was apparently in no worse plight than she was in before the third storm of the fortnight. The salvage steamer *Protector* was close to the *Heung-shan* at anchor.

## THE S.S. "KWONGTUNG".

When seen on board the s.s. *Kwongtung* at Douglas's Wharf shortly after noon yesterday, Capt. Walker courteously tendered every information our representative sought to obtain. He stated that he left Canton on Friday at 9.30 p.m. with a full general cargo and the full complement of Chinese passengers, about 600 all told, and carried besides about fifty head of cattle. Before leaving Canton he observed a vivid sunset and had faint suspicions that a storm would be approaching somewhere in the neighbourhood. Journeying down river the passage was smooth and uneventful. Reaching Tiger Island he met the Hongkong night boats going up river, which led him to conclude that the vessels must have left port earlier than the schedule time for fear of a storm. He spoke the *Vingking* at the 9.30 p.m. These vessels signalled to the *Kwongtung* that the black signal had been hoisted in Hongkong. Capt. Walker, accordingly, thought advisable to turn round and anchor. This was about 10 p.m. on the 28th September. The vessel remained at anchor until 6 a.m. on Sunday, the 29th Sept. The weather throughout was described as overcast, squally and generally bad, the lowest reading of the glass was 29° 43' at 3 p.m. on Saturday. At anchor near the *Kwongtung* were the ss. *Hankow*, *Powan*, *Salbury*, *Mathilde* and *Chowfa*—all bound down. The Chinese passengers were adequately supplied with biscuits kept on board for emergencies. Capt. Walker had ten tins opened, which were freely distributed to the lower deck passengers who cared to avail themselves of the ship's rations. The better class Chinese elected to obtain their meals from the comrade's department on payment. The *Avgong* sighted the *Lungshan* ashore in Lantau near the Brothers.

## THE S.S. "LUNGSHAN".

The *Lungshan* as reported proceeded to the *Kinshan* on Friday. At the height of the storm she was run ashore on a sandy beach in Lantau almost directly opposite the *Kinshan* on the mainland. The *Lungshan* is undamaged, Capt. W. E. Clarke set out this morning a dredged launch to Lantau and was expected back this afternoon.

## THE "KEONG WAI".

The *Keong Wai*, German steamer, had to put into this port for repairs, having experienced the full blast of the typhoon and suffered damage proportionately. This vessel was on her way from Swatow to Bangkok, with a general cargo and 800 coolies as steerage passengers, but on account of the damage she sustained she was unable to continue her voyage and was forced to bring more work for the Dock Company. Her funnel may have been, what the Americans call a "smoke-stack" once—it might have been anything when she came limping into the harbour, to seek the hospitality of the port, and of the Dock Company. There was but little left on deck that the angry sea could snatch from her, and she presented almost the appearance of a derelict hulk. She now lies in Kowloon Bay, awaiting a vacant berth, to go into hospital.

## THE "HOP-SANG".

The ss. *Hop-Sang* had a very narrow escape from being piled on the rocks in Hungshun Bay. She dragged her moorings, lost her anchors, and got adrift, and was at the mercy of wind and wave, and the result might have been another disaster, gone to swell the already heavy list of losses to the shipping in and about the harbour. However, the Robert Cooke took charge of her, and soon had her once again moored in a place of safety.

## MEMORIAL SERVICES.

At the services at St. John's Cathedral yesterday, memorial sermons were preached in the morning by the Venerable Archdeacon Bapster, and in the evening by the Rev. J. H. France, the oldest acquaintance and fellow-workers of the late Bishop Hoare, in commemoration of whom the services were specially held. Both speakers delivered very eloquent addresses, full of eulogy of the prelate, who had been called away, and of sympathy for his suddenly bereaved family. At the close of each service funeral dirges were played by Mr. Dean Fuller, the organist of the Cathedral, the congregation standing the while.

## SUSPECTED LOSS AT GAS ROCK.

Notwithstanding that in coming steamers reported that on passing Gas Rock everything appeared as usual, the absence of direct news from that point caused the Harbour authorities to suspect that something was amiss, and in consequence that department's launch *Stonyay*, which has been doing such good work since the terrible 18th inst., was despatched this morning to investigate. She is expected back to-night.

## THE VACUUM OIL CO.

The Vacuum Oil Company report that two Chinese lighters were lost in the typhoon, one of the Norddeutscher Lloyd's godown at West Point, and one near the ss. *Verona*. These lighters were laden with barrels and cases of the company's product, which are believed to have been blown or drifted inshore somewhere, and are now being sought.

## THE FAIRWAY BUOYS.

After all the trouble of getting the Fairway Buoys, which were capsized in the disaster of the 18th inst., righted and ready to replace in their proper positions, they were again topped over by Saturday's blow, and the labour of righting them will have to be done over again.

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DOUGLAS STEAMSHIP CO., LTD.

## ANNUAL MEETING.

2nd inst.

At the twenty-third ordinary general meeting of shareholders in the Douglas Steamship Company which was held in the company's office, at noon, to-day, there were present: Mr. H. P. White (chairman), Hon. Mr. W. J. Gresson, Messrs. A. Babington, A. G. Wood, directors; Messrs. J. A. Jupp, I. S. Perry and S. H. Michael.

The notice convening the meeting having been read—

The Chairman said:—Gentlemen,—The report and accounts having been in your hands for some days, I will, with your permission, take them as read. We, in common with other shipping interests in the East, have suffered from the extreme depression of trade generally, and competition on our lines has been rendered keener by the paucity of remunerative employment outside. The heavy increase in the price of coal during the year has proved seriously detrimental to, and extra docking charges, as pointed out in the report, have still further militated against, profitable working of the steamers. During the year the *Hainan* has frequently had to shut out cargo—which was diverted to opponents—and had the steamer which was proposed to be built last year, which while carrying considerably more cargo would have cost little more to run, been in her place, we should have been able to run her at a fair profit, considering the abnormal conditions prevailing during the year and have materially lessened opposition. After due consideration the general managers and consulting committee have decided to offer to shareholders a dividend of five per cent, which, it is hoped, will be considered a fair one in a bad year. As regards the present year's working prospects are certainly more favourable. Earnings to date are fairly good. Coal is considerably reduced in price, and we trust will still go lower; we shall make a considerable saving in insurance of steamers; while keeping them fully insured, and if trade improves and there are no untoward extra docking expenses we venture to think we may look for a considerable improvement in the net result of the working of the steamers. The recent disaster to the Colony, which we all deplore, will doubtless dislocate the working of cargo for some time and we are fortunate in having the use of our wharf, which at the present juncture is of the utmost value. It is with regret that I have to refer to the death of Mr. C. H. Thomson, who was a member of your consulting committee for some years. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

It was practically impossible, at this stage, owing to the noise in the street and the under-tone of the speakers, for those at the press-table to hear all that was being said. We managed, however, to obtain afterward a gist of the subsequent discussion.

Mr. Perry said he begged to differ with the Chairman when the latter said that the *Hainan* was a small boat and consequently could not pay her way. The remaining two steamers—the *Hatching* and the *Haitan*—were large enough for the trade and even then these vessels did not bring a good return to shareholders considering their outlay.

The Chairman was understood to have replied that owing to the bad condition of trade and the keen competition they could do nothing, but he expected better results next year.

Mr. Perry then referred to the question of building a new steamer for the company. This did not fall in with his views at all. The cost of building a new vessel would cost \$320,000, and on this money the shareholders were now getting a return of \$18,000. He could not see how the business could be improved; in fact, it was Mr. Perry's opinion that they would lose money in the venture. Continuing, Mr. Perry understood that the company had made private arrangements with a Chinese firm for taking goods at a certain freight, and he thought that no improvement in freight can improve the position of the company.

The Chairman in reply to the last question said that the arrangement was with respect to Swallow only.

Mr. Perry asked how it was possible to improve the company's position when the investment of \$56,000 on mortgages brought in a return of \$45,742.32, while the three steamers of the company, which were valued at \$635,000 only brought in a return of \$14,020. The only way, continued the speaker, that we can improve our position would be to effect retrenchment.

The Chairman replied that they were making retrenchment in the price of coal and the insurance of steamers.

Mr. Perry's concluding remarks were that unless retrenchment in the general expenses was brought about he did not see how they could improve the shareholders' position.

No more questions being put,

The Chairman proposed the adoption of the reports and accounts.

Mr. J. A. Jupp seconded.

Carried unanimously.

The Chairman proposed the re-election of Hon. Mr. W. J. Gresson, Mr. A. Babington and Mr. A. G. Wood to the consulting committee.

Mr. J. A. Jupp seconded. Carried.

The Chairman proposed, and was seconded by Mr. T. S. Perry, that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors for the ensuing year.

Carried *en masse*.

The Chairman—That is all the business before the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready this afternoon.

## MEDDLESOME COOLIES.

## INTERFERING WITH "KINSHAN'S" LABOURERS.

1st inst.

At the Police Court this morning, at the request of Detective-sergeant Wilden, Mr. H. H. Gompertz ordered five men—a farmer, a shop-keeper, a doctor and a fisherman—to be detained by the police until the 4th instant when they will be called upon to show why they should not be punished for interfering with the work on the s.s. *Kinshan*. That was also the most convenient date for Captain W. E. Clarke, of the Hongkong, Canton and Macao Steamboat Company, to attend the Court to prosecute the quintette.

The charge against the defendants was that of disorderly behaviour at Tai-lam-chung on the 28th ultimo.

Tai-lam-chung is very near the place where the *Kinshan* went ashore during the typhoon, and it is from that place that coolies are being engaged to assist in re-floating the vessel. Labour is scarce in that part and the defendants, knowing this, informed the coolies not to work for nothing. A number of coolies were engaged and defendants, who thought they were working too cheap, advised the men to stop work. The labourers would not comply with their request and it was alleged there was a scene, in which, according to our information, the labourers were threatened. The men were then arrested.

RT R.V. BISHOP POZZONI.

1st inst.

To-day being the first anniversary of the consecration of his Logship, Bishop Domenico Pozzoni, a High Mass was celebrated at 7.30 a.m. at the R. C. Cathedral. Rev. Fr. P. de Maria officiated, and was assisted pontifically by his Lordship the Bishop.

All the Catholic clergy in the Colony, the students of St. Joseph's College, the scholars of the Italian and French Convents, as well as the inmates of the Orphanages attended Mass. At 8.30 a.m. at the Mission House the Chinese members of the Congregation met the Bishop when a congratulatory address was presented to his Lordship. The boys of St. Joseph's College made a similar presentation. Throughout the day many distinguished visitors and a large number of residents called on Bishop Pozzoni to tender him their congratulations and best wishes for many happy returns of the day. A holiday was observed by all the Catholic schools in the Colony to-day. This evening the members of the Catholic Union are holding a reception in honour of the distinguished prelate.

## POLICE DISSATISFACTION.

## POLICEMEN DESERTING.

1st inst.

For some time past there has been feeling of general dissatisfaction among the junior European members of the local police force and on Saturday last the crisis was arrived at when three European policemen—one of them a sergeant—deserted the service. Where they have gone to is a matter for conjecture; that they have left the Colony is a certainty.

What the grievance is about was not said, but from recent conversations overheard it appears that their salary is the cause of the trouble.

Hon. Mr. F. L. Badley, captain superintendent of police, was seen by a reporter this morning and he point blank refused to discuss the subject.

From other sources we were able to obtain particular which were to the effect that desertions were talked of some months ago, but it had been hoped that the Secretary of State's reply regarding the matter of exchange compensation would be satisfactory, they waited eagerly for the reply. The reply to His Excellency the Governor's despatch from the Secretary of State was recently received, and as we all know, was unsatisfactory to a certain section of the Police. This so shattered the hopes of the policemen that a few have decided to desert the force and trust to Providence in the future.

"What is the good of remaining in the force?" said an officer to-day. "You are paid like a cook and what chance are there for promotion? None whatever." Continuing, he said that the salary of a constable at the present rate of exchange, amounted to \$70. "Now what can a man do with \$7? After paying the mess and other little expenses, what is there left?"

Asked whether he thought there were going to be further desertions, he replied that he would say nothing more.

As far as things had gone up to the present it is a serious matter for the Colony, and it would be well for the Governor to inquire into the affair before it reaches a more serious stage.

## SANITARY BOARD.

2nd inst.

The usual bi-monthly meeting of the Sanitary Board was held this afternoon, the usual members being present, when the following business was transacted.

## THE RETURN OF THE PRESIDENT.

The Board tendered their welcome to Dr. J. M. Atkinson, the Principal Civil Medical Officer, and President of the Board, on his return from leave at home, which Dr. Atkinson acknowledged in a few suitable phrases.

## THE LOST DUST-BOATS.

The following minute from the Medical Officer of Health, relative to the loss of all the dust-boats during the recent storm, was submitted to the Board. The scavenging contractor reports the loss of all his boats. He tells me it will take six weeks to replace them. I have therefore ordered him to remove the City refuse to the depots at Tai-hang and Kennedy Town, and have told the inspectors to have it burned there. The loss to the contractor must be heavy, and in the interest of the public health I beg to suggest that the Government come to the help of the contractor, with a view to quickly obtaining new boats. Otherwise I have fears of the contractor completely throwing up the sponge and leaving us to carry out the contract ourselves.

In order to ensure rapid transit the engines and cars used will be subjected to a special examination before going out, so that no delays by petty accidents may happen, and only the finest engines, and most expert engineers and crews will be employed. The train will be given right of way over all other trains of any kind whatsoever, and orders will be sent ahead that special care be taken that no undue delays occur when it is necessary to change crews or engines, or take on water, etc., everything, with the exception of safety and comfort of passengers, will be sacrificed to speed, in order to keep the schedule of 16 hours for the run across the Continent, and to ensure the closest of connections throughout.

## FIGHT WITH TIME.

HALF WAY ROUND THE WORLD IN THIRY DAYS IS LATEST TRANSPORTATION PLAN.

SUCH IS C. P. R. SCHEME.

1st inst.

If by half around the world in 30 days with only changes and scarcely more stops, is the latest development of the C.P.R. Two thousand miles under one house flag, on one circle, and with baggage checked right through, supplied throughout with every comfort of modern travel, and less bother than is ordinarily experienced on a trip of a few hundred miles.

Starting from Liverpool and being landed at Hongkong, after traversing two mighty oceans and the North American continent within the space of one month, it is by far the most wonderful victory of transportation distance that the world has ever seen, and one which no other transportation company but the great Canadian Railway, enterprise could dream of. By it, travellers will buy a ticket in England and travelling steadily westward, will, in a trice, over four weeks, be brought to the heart of the Orient, while from Hongkong the process will be reversed, the traveller leaving the East, journeying east, and in 30 days be in England—the bulwark of the west.

This greatest and latest project of the C.P.R. is the direct result of the placing in commission of the new *Empress*, which have so cut down the time taken in crossing the Atlantic.

The sailing schedule of the Pacific *Empress* will be altered, so that travellers will be taken from the Atlantic *Empress*, rushed across the continent in a special train, and at once transferred to the waiting Pacific *Empress* for the journey across to Hongkong. And in the whole journey they will only go beyond British territory once, when the boat touches on Japan and Shanghai. The same process will be repeated on the return trips.

One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving that by the Canadian route mails and passengers can be transported to Hongkong in much the same time as by what is known as the "Overland Route," via Suez, although the distance is some 3,000 miles greater.

To Shanghai, the period of transit is considerably lessened, in comparison, and by the Canadian route, Japan is brought nearer to the "Old Country" by about 3 weeks than by way of Suez, a most important feature, this time-saving age in which we live. The advantage is so apparent, not to mention the additional comfort of the trip, only broken twice, together with the advantage of crossing Canada on the way, and always being under the British command of the ocean highways, that it must have a potent effect in swinging the pendulum of the world's travel via Canada.

This is the way the C.P.R. time table between Liverpool and Hongkong works out, in the rough:

Liverpool to Quebec ..... 7 days.

Quebec to Vancouver ..... 4

Vancouver to Hongkong ..... 17

To give a better idea of the huge nature of this undertaking one must consider the mileage involved in these inter-antipodean excursions, which considerably illuminate the matter. They are:

Liverpool to Quebec ..... 2,661 miles

Quebec to Vancouver ..... 3,072 "

Vancouver to Yokohama ..... 4,283 "

Yokohama to Shanghai ..... 2,78 "

Shanghai to Hongkong ..... 810 "

Total ..... 12,004

A new C.P.R. train, which is the connecting link for the ocean service, known as the "Overseas Mail," left Quebec on its first run on Friday, August 31st, on which date the *Empress of Ireland* reached that port. Within about an hour the west-bound passengers were transferred, with their baggage, to the train, and 96 hours later they were in Vancouver, for transportation to the Orient; the acme of speed with the absolute minimum of inconvenience. The mails, of course, are carried on the same train.

The first return trip began on September 17th from Vancouver, on the arrival of the *Empress of India*, and reached Quebec on September 21st, to connect with the *Empress of Britain*, due in Liverpool with the mails and passengers from the East, on September 21st, and thence onward the trips will occur, regularly between the two sets of *Empresses*. The only change necessary to inaugurate this service was the setting back of the sailing dates of the Pacific *Empress* one day. The Atlantic schedules will not be changed at all.

The "Overseas Mail" train will consist entirely of sleeping cars, a dinner, mail, and baggage cars, a veritable *train de luxe*, designed for nothing but through traffic, and with the minimum of stops, in its long course across the continent.

In order to ensure rapid transit the engines and cars used will be subjected to a special examination before going out, so that no delays by petty accidents may happen, and only the finest engines, and most expert engineers and crews will be employed. The train will be given right of way over all other trains of any kind whatsoever, and orders will be sent ahead that special care be taken that no undue delays occur when it is necessary to change crews or engines, or take on water, etc., everything, with the exception of safety and comfort of passengers, will be sacrificed to speed, in order to keep the schedule of 16 hours for the run across the Continent, and to ensure the closest of connections throughout.

Mr. Lau Chu Pak minute.

Mr. Lau Chu Pak said that, pending the selection of a site for the new cemetery for Chinese, extensions in Section E had better be granted as usual.

He thought that it should be granted as stated in Section E.

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**ALLEGED MANSLAUGHTER.****CHARGE AGAINST WARDER ALTERED.**

1st inst.

The charge of common assault preferred recently against George Street, a warden in the Victoria Gaol, by Mr. R. H. A. Craig, superintendent of the Victoria Gaol, in which it was alleged Street assaulted a gaol prisoner that necessitated his removal to the Government Civil Hospital, had to be altered at the Police Court this morning.

On arrival at the hospital the prisoner—Wong Luk—had to undergo an operation for a rupture in the region of the spleen. This did not prove a success, and Wong Luk died on Saturday night.

When the case was called on this morning, Chief Detective Inspector Hanson appeared to prosecute on behalf of the Police, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defendant, who pleaded not guilty to a charge of manslaughter.

Mr. Grist understood that the deceased had made a dying statement in the presence of the accused and he wanted a copy of that statement before he could proceed with the case.

Mr. Grist replied that he had not seen the dying statement and directed Mr. Grist to the Registrar-General, who, he said, would probably be in possession of the original statement.

Mr. Grist then applied for an adjournment which was allowed until the 5th instant. The prisoner was released on bail in the sum of \$500.

**EVIDENCE FOR PROSECUTION HEARD.**

Chief Warden George Street was arraigned on demand before Mr. H. H. J. Gompertz, this afternoon, at the Magistracy, on a charge of manslaughter. Street is alleged to have assaulted Wu Luk, a prisoner in the Victoria Gaol, with his truncheon on the 24th ultimo, causing his death some time afterwards. Seven witnesses were to be examined for the prosecution.

Mr. F. B. L. Bowley, Crown Solicitor, of Messrs. Dennis and Bowley, prosecuted on behalf of the Crown, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, represented the prisoner. Chief Detective Inspector Hanson witnessed proceedings on behalf of the police; while Mr. R. H. A. Craig, assistant superintendent of the Victoria Gaol, was also present.

The Crown Solicitor proceeded to give an outline of the case. He said that the deceased was a boorish man, and was sent to gaol on the 21st ultimo, for fifteen days for being in unlawful possession of a quantity of goods, for which he could give no satisfactory explanation to the police. On the morning of the 2nd ultimo the deceased was examined by the prison doctor and was certified as fit for "number one hard labour." On the morning of the 23rd September deceased was put to hard labour at 11.45 o'clock. At that time defendant had charge of the lower yard where the men undergoing hard labour were. The hard labour consisted of shot drill and stone-lifting at alternate half hours. On the day in question defendant was only on duty from 11.45 a.m. to 1 p.m., at which hour defendant was relieved by Warden Walter Savage. Mr. Bowley, continuing, said that Savage would inform the Court when he was called that from the time he relieved defendant until 4.15 p.m. that day, when the prisoners were marched to their cells, nothing particular had occurred. Deceased passed the night in his cell, and at 5.15 o'clock next morning the men were paraded again for hard labour. On this day defendant took charge of the gang at 6.15 a.m. and some two hours later he was again relieved by Savage. While the men were at work deceased was seen to fall in a faint and had to be removed to the prison hospital. The man was there examined by Dr. Moore, medical officer of the Gaol, and finding the man's condition very serious, Mr. Craig was communicated with, who took down in writing a statement made by deceased. In that statement deceased complained of being assaulted by a European warden. Several European warders were paraded before deceased's bed and he picked out from among the gang the defendant, who, he added, struck him on the left side with his truncheon, without saying a word. The man gradually got worse and he was removed to the Government Civil Hospital for treatment. It was found necessary to operate on the deceased for a rupture. While under the operation deceased's spleen was removed. This operation was performed by Dr. Koch, and a little time later the patient died from shock. His corpse was taken back to the gaol mortuary and a post-mortem examination held by Dr. Moore, who concluded Mr. Bowley, was of opinion that death was caused by the rupture of the spleen.

Mr. R. H. A. Craig was the first witness called and examined, and in cross-examination by Mr. Grist, said he had never heard of a prisoner dying or rupturing his spleen while at hard labour in gaol. He explained that a prisoner had every possible chance of complaining to the principal warden in case he had a grievance, as that officer went round the gaol four times an hour daily. No complaint was made by the deceased to any gaol official. In fact witness, deceased, a few minutes after the alleged assault was said to have happened, but he made no report. Mr. Craig was further cross-examined at some length, after which Mr. Moore was called to the witness stand to speak as to the result of the post-mortem examination he held on the body of deceased. This case was then adjourned.

**POST OFFICE PROSECUTION.**

2nd inst.

Tsang Fung, a coolie, with no permanent address, was arraigned before Mr. F. A. Hazland, at the Police Court, this afternoon, on three serious charges.

The charges laid against the defendant was made out by the Postmaster General, Mr. L. A. M. Johnson.

It was alleged, on the first charge, that defendant, on the 25th ult., with intent to injure some other person, did open four registered covers that were addressed to one Kwong Man Fung. The second charge was that defendant unlawfully did steal from one of the letters a bank draft (No. 51,40) for \$200, and the third charge was that he unlawfully obtained the four registered covers from the Postmaster-General by using a false chop.

Mr. G. E. Morell, of Messrs. Dennis and Bowley (own Solicitor), appeared for the prosecution, the defendant, who denied the charges, being unrepresented.

Evidence was called which showed that Kwong Man Fung was formerly the manager of a native import and export firm, now bankrupt, and that the defendant was a *fo* in the firm. When the firm became bankrupt the defendant's services were dispensed with. Being acquainted with the workings of the business and knowing that at intervals the firm received drafts from business houses at San Francisco and Seattle, the defendant, as alleged, manufactured a chop closely resembling that of the bankrupt firm and on the day in question called at the Post Office and asked for letters addressed to Kwong Man Fung. Four registered letters were handed him, for which he charged a receipt. An hour or two later Kwong Man Fung called for the first's letter and was

surprised to hear that they had been handed over to another person. Having his suspicions as to who that person was Kwong Man Fung and a Post Office official located the defendant in a house in the Central district. The letters were found there too. The defendant was removed to the station and on being searched there the draft mentioned above was found in his pocket.

Prisoner was committed to trial at the next Criminal Sessions.

**"CANARIES" AT YAUMATI.****UNFORTUNATE FLIGHT OF TWO CHINESE.**

3rd inst.

Two men—one a respectable shopkeeper and the other a suspicious character—came before Mr. H. H. J. Gompertz, at the Police Court this morning, on a charge of being on the premises of the Po Hing Theatre, Yaumati, without a ticket. The shopkeeper, who pleaded not guilty to a charge of manslaughter.

Mr. Grist understood that the deceased had made a dying statement in the presence of the accused and he wanted a copy of that statement before he could proceed with the case.

Mr. Grist replied that he had not seen the dying statement and directed Mr. Grist to the Registrar-General, who, he said, would probably be in possession of the original statement.

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This case was then adjourned.

**TEA-HOUSE RIVALRY.****ALLEGED ATTEMPT TO STRANGLE AN OLD MAN.**

4th inst.

A good deal of excitement was occasioned at Aberdeen the night last week when news leaked out that the *fo* employed in a tea shop at No. 71 Aberdeen Road, had attempted to strangle the master—an old man—in a rival house, all balled up, and lashed by his queue to the foot of a stool was the old man, whom our reporter was being strangled. The man was relieved from his uncomfortable position, and a few arrests made. When the party got back to the station the old man was asked to tell his experience of the trouble. He said that just after his meal he left his ten-house and went down the road to visit some friends. On passing his rival tea-house several men rushed out at him, dragged him into the shop, and lashed him to the stool where the policemen found him and then started to close shop. He did not know what was the cause of such ill-treatment, nor would the other party explain to the police the reason for taking such harsh measures. Through inquiries made, however, the police were able to obtain the origin of the whole affair. The two houses had had an old standing grievance. Not only that, the *fo*s of both houses hold a grudge against each other. In consequence of that the *fo*s of No. 71 were alleged to be always raising trouble with those of No. 54 in order to draw them into a fight. Fight the latter would not, knowing that numbers were against them, and so the matter went on until the evening of the 28th ultimo. When the *fo*s of No. 71 saw the master of No. 54 coming along, they arranged that he should be dragged into the shop, having in their minds at the time that when those at No. 54 heard of the treatment meted out to their master they would attempt to rescue him and the long-looked-for fight would come off. In this they were mistaken. As soon as the *fo*s of No. 54 heard of the kidnapping they reported the matter to the police and the arrest followed.

The men arrested—three in number—were taken to the Police Court this morning and placed before Mr. F. A. Hazland, who fined them \$5 each; and bound them over in the sum of \$100 each to be of good behaviour for six months.

**THE "OVERSEA" MAIL.****SECOND SAILING.**

4th inst.

The R.M.S. *Empress of India* left Vancouver on Tuesday morning, October 2nd, on time. This steamer is the second sailing under the Accelerated Schedule of the C. P. R. Co. and her departure from Vancouver on time will doubtless be interesting to the public at large. She carries the mails brought over by the *Empress of Ireland*, which left Liverpool on the 21st of September, and same are due to arrive in Hongkong on the 21st of October.

**THE HARBOUR WRECKS.****SALVAGE RESUMED.**

4th inst.

The typhoon of Saturday last was responsible for the temporary cessation of all salvage operations in the harbour. Work has since been resumed and we understand that considerable activity is in progress on the different wrecks in the harbour.

**THE R.S. "CHINKAI MARU."**

Dock cargo-boat No. 8 off Kellet's Is., where the sunken *Chinkai Maru* lies, has been refloated yesterday and have been at work continuously with the result that the bow of the Japanese steamer is once again above water. We believe the operations to-day were directed by a high official of the Dock Co.

About the same place where the *Chinkai Maru* went down a P. & O. lighter also lies sunken. Preparations are being undertaken by Dock operatives to refloat her.

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**S. P. HITCHCOCK.**  
An inspection of the sailing ship *S.P. Hitchcock* damage was made to lay divers of the Dock Co., whose report cannot yet be ascertained.

**THE R.S. "KWONG-TUNG."**  
will be refloated by Chinese. From our information the work has been let to the firm of Kwong Uip Loong, who succeeded in underbidding a tender from a British firm of engineers. We believe the Chinese party are undertaking to refloat the river boat for a sum not exceeding \$20,000 or thereabouts. A check enough job!

**THE C.P.R.'S "MONTRAGLE."**  
As will be seen from the amended advertisement of sailings of the C. P. R. Co., the stay in dock of the *Montragle* promises to be a lengthy one, probably quite two months if not longer. She is at present on the blocks in No. 1 dock; but as one of the *Empress* steamers will require her usual overhaul, it may be necessary for the *Montragle* to vacate her berth temporarily.

There has been no news from the *Kinshau* and *Hengchau* to-day; but from Capt. Clarke's evidence at the Macrury yesterday it may not be many days before we see the *Robert Cooke* leaving her trail across Capricornus for Brothers' Point.

**NEW HAMBURG-AMERIKA STEAMER.****S.S. "HAUSBURG."**

3rd inst.

When the Hamburg-Amerika Line's steamer *Hausburg* entered this port on Monday, she arrived here on her maiden trip to the Far East, and up to schedule time. Yesterday morning from ten o'clock till noon, she was thrown open for inspection by visitors, and a gondola company of those interested in shipping matters assembled to inspect the latest addition to the fleet of this company's steamers. The *Hausburg* is specially built for the tropics, having large, well-ventilated cabins, single, double, family, and suites, the single cabins being a novelty in passenger steamers, and intended for ladies or gentlemen preferring to have a cabin to themselves. The berths are not the ordinary wooden bunks, built one above the other, but are iron bedsteads, set separately along the sides of the cabin, with double washstands between on one side, and a well upholstered settle of large dimensions opposite, wardrobes, and chests of drawers filling the space behind the doors. The saloon is bright and airy, the scheme of colour there, as in the spacious smoking and music rooms being followed out in white, green and gold. In the music room is also a small library of magazines and novels. The bathroom and lavatory accommodation is quite up to date, while stowed away in a corner near the gentlemen's cabins is a convenient little bar. In the saloon there is accommodation for 52 people to be seated and attended to at once, the pantries and kitchens being just abaft the saloon. The verve is fitted throughout with electricity, and electric fans are provided whenever required. The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1905.

**1905 ACCOUNT.**

The balance at credit of this is \$567,750.93

which it is proposed to appropriate in the following manner:

A dividend of \$25 per share ... \$100,000.00

Addition to the reserve fund ... 75,000.00

Addition to re-insurance fund ... 34,122.43

Amount written off gold securities ... 25,000.00

Balance carried forward to 1906 ... 233,618.49

Total ..... \$567,750.93

Owing to the rise in exchange the General Agents and Consulting Committee have decided to appropriate \$25,000 to provide for the decline in the Company's gold securities as expressed in silver.

The Hon. Sir Paul Chater, C.M.G., Messrs. F. Mailand, H. P. White and G. C. Moxon retire, but being eligible, offer themselves for re-election:

29th September.

## THE NEW PROVINCIAL JUDGE.

It is reported that Viceroy Shum has telegraphed to Peking to hasten the departure of the new Provincial Judge, Chu Shan Yung; and that he will leave Peking for Canton this month. Prior to this he will pay a visit to His Excellency Chau Fu, Viceroy designate of the two Kwangs.

## BOMB-FIRING PROHIBITED.

As the people of Tai Ho-ki in the western City of Canton are in the habit of firing rockets on the night of the 15th of the 8th moon every year, on the occasion of the Chinese Autumn Festival, the Police Department yesterday issued a notification stating that no rocket will be allowed to be fired on that night and that, if any should contravene this regulation, he will be arrested and punished.

## VIET-HAN RAILWAY DIRECTORATE.

Canton, 4th September.

Some of the principal shareholders of the Yuet-han Railway Company have proposed that Cheung Pat Shi should be appointed to the chairmanship which it is understood, has been vacated by Chan To Coal. They submit that Cheung Pat Shi's connection with business affairs in the Straits, his interest in railway matters—he is the promoter of the Canton-Wampow-Ymoy line—and his recognised integrity, entitles him fit sign for the post.

## TARTARS AND REBELS.

Recently, H. E. Viceroy Shum received a telegraphic despatch from the Chinese Consul-General at Singapore stating that Sun Yat Sen, a noted member of the Triad Society, had sent a large body of men to Kwangsi with the object of inciting the people to rebellion. The Viceroy at once sent orders to the troops under his command enjoining them to keep a strict watch for any symptoms of disaffection. The Cantonese soldiers have obeyed the order, willingly, but the Tartar soldiers refused to have anything to do with it, alleging that it is the Cantonese men who were paid \$2.00 a month while they were only in receipt of \$2.00 a month. It may be expected to take the same interest in the affairs of the province. If their pay was advanced to \$6 they would be willing to look out for rebels.

## ALLEGED DEFECTING CONTRACTOR.

The other-day a Chinese contractor agreed to perform some reclamation works on the estate known as Bok Huk Tunc, of a British merchant on Honan Island. When the work was commenced the contractor asked for and obtained a advance of some money and later on further advances were sought and obtained until a sum of \$10,000 had been paid. The Chinese contractor thereupon disappeared. The merchant at first relied on his *joks* to discover the whereabouts of the defaulter, but when they failed, he proceeded to the British Consul and secured his assistance. A man named Fung Ah Yee told the merchant that he knew where the contractor was to be found. Fung was taken to the Nambio Magistrate who sent a company of *bawans* to accompany the merchant and the informer to the supposed address of the absconding contractor. It turned out that the latter was not known at the addresses given. The case is in the hands of the Canton police.

## SHANGHAI SIKH POLICE STRIKE.

## VOLUNTEERS CALLED OUT.

Stories of the Eldorado in America found by a number of Sikh and other Indian watchmen who have sought employment thus far from their native land have floated up to Shanghai from time to time with the inevitable result that the Indians here, like their compatriots in Hongkong, have for a long while been thrashing, says the *N. C. Daily News* of the 1st, for a share of the gold. Dissatisfaction with their present wages has been expressed by the Indian policemen for some time. Various little meetings have been quietly held and the matter discussed. The case from the Indian point of view is that the policemen do not get sufficient wages and it is affirmed that from Americanaid Russia letters come very often in which it is stated that the Indians in those countries are getting \$50 or \$100 per month. There was plenty of gold, why didn't their friends come? In Shanghai as policemen, they got \$16 to \$22. The Sikhs have decided that they must have more money in Shanghai or else they will not remain any longer; according to an Indian informant some were desirous of going away in any case. These requests for higher pay not having been acceded to, it was decided to strike on Sunday evening.

## YAEN MARKET.

## AN UNPROMISING OUTLOOK.

## A PATHETIC APPEAL.

Messrs. P. B. Petit & Co.'s report on the yarn market for the outgoing mail is more than usually interesting. By courtesy of the firm's local manager, Mr. Sorabjee, Dandebhai Sehra, we are enabled to reproduce the review on the yarn trade for the past fortnight in the present issue. Messrs. Petit write to day—

Our last circular was dated the 21st ult. According to subsisting arrangements with Chinese dealers the absolute cessation of business still continues; there are, therefore, no quotations to report.

## ADJUSTING TYPHOON DAMAGE.

We have already reported that damage had been sustained by the typhoon of the 18th September; the havoc which that brief but awful visitation has wrought is becoming more and more evident each day as the damaged bales of yarn are removed in the godowns from one section to another. This removal is systematically effected in convenient lots by coolie labour and sorted out to enable the marine surveyors to ascertain the extent of deterioration caused by rain and sea water and to adjust the values of damage sustained. This has been found to be considerable in certain lots, while in others the deterioration is sufficiently appre-  
ciable to swell the aggregate figure of loss when this comes to be ultimately computed.

Most importers do not believe in any Fabian policy, and many have already begun liquidating their holdings as far as possible, of the damaged bales even at heavy sacrifices to Chinese dealers—such as are holders of stocks of previous purchases. It is obvious that no sales could be effected to others under the agreements referred to in previous circulars. The sacrifice in price represents not only the allowances determined by the surveyors for partial damage; but Chinese buyers, taking advantage of the unique situation and with the knowledge that a considerable quantity of bales must be forced on the market on previous purchases, hold aloof, and only settle allowances at figures absolutely in their own interest. Thus, clearances are effected at as much as, in some cases, double the surveyors' allowances. Chinese dealers in this way secure bargains which, on the other hand, importers also who prefer to realize at known losses than run to others they know not of, as it is feared that by lapse of time the damaged yarn might be further deteriorated and their saleable value correspondingly reduced.

## COOLIE LABOUR.

Profiting by the scarcity of labour, Chinese coolies employed in shifting the Yaen from one godown to another not unwillingly see their opportunity to levy exorbitant demands for wages, which they invariably succeed in commanding in the present condition of the labour market when demand in all directions far exceeds the available supply. An additional burden is thus heaped upon importers who have to face losses from several quarters.

## CHINESE DEALERS' PREDICAMENT.

Reference is to be made to a circular of far-reaching import just issued by the nine leading firms of Chinese dealers in Cotton yarn in the Colony, viz., Fook-Hing, Sun Hing, Kung Hing, Yan Cheung, Fook On Cheong, Kwong Lam Cheong, San Hung, F. Yee, and Hung Kee. The circular recites the bad times experienced by agriculturists in South China and the bad crops which are responsible, among other causes, for the greatly reduced consumption of Cotton yarn as compared with former years. Country traders possessed of the knowledge of the prevailing general stagnation, with large stocks in hand and no immediate prospect of their being disposed of, decline to purchase, as they anticipate a fall in price when yarn is to be had everywhere and in such large quantities. To aggravate the situation the further fall in the value of the Rupee has materially helped to bring down the price of yarn.

## HANKREPEY AND RUIN.

It is a poor outlook when the aforesaid circularists declare that, "on account of this general stagnation, the capital of the Chinese yarn dealers has now totally disappeared and further monies put into the business have, in every instance totalling several times the original capital, likewise vanished." They seek relief from Foreign Goods and Importers, "bankruptcy and ruin will be the certain consequence." It is a pathetic appeal that is made. A set of five propositions have been formulated which the Chinese firms have submitted for "serious and kind consideration." The propositions are textually as follows:

"1.—That Yaen dealers be allowed to pay 1/3rd of any difference in purchase price with present value on taking delivery, and the balance of 2/3rds be paid by a Promissory Note for 12 months, such Promissory Note to be made at the end of the current month when the total of the 2/3rds owing can be totalled up and ascertained."

"2.—Such Promissory Notes for 12 months, if not paid on due date shall be paid them and the other half to be paid by further Promissory Note for 12 months, at the expiration of which date no further time to be asked for allowed."

"3.—That 12 months' time be allowed Yarn dealers to clear all balance of stock purchased and not taken delivery of."

"4.—That Foreign firms and Importers enter into an agreement with the undersigned nine Yarn dealing firms, to deal exclusively with them for the term of three years and with no other new firms that might come into existence during that period."

"5.—That Foreign firms and Importers will forego and not charge the customary cents per bale per day due on our present purchases, but not taken delivery of stock."

Our opinion respecting the propositions is that, as regards—

Clauses 1 and 2, their acceptance or rejection must be determined by the advice of the Chinese compatriots in the employ of importers. The relation between native merchants and foreign importers is maintained through the compatriots by whom the credit of dealers can be more accurately gauged.

Clause 3 commands itself to acceptance. Clause 4 is rather restrictive upon importers; but one, nevertheless, offering no serious objection provided delivery is taken of previous purchases within the specified time.

Clause 5 is a matter for reference to the various head-offices at Bombay by whose decisions local managers will have to abide.

Arrivals.—Per steamers: *usang*, *Gregory*, *apar*, and *Taising* (from Calcutta) and *loumi Maru*, and *Sindu* (from Bombay) of about 6,500 bales.

Shipments.—To Shanghai and Northern Ports about 5,000 bales.

Uncleared Stock.—About 52,000 bales.

Unsold Stock.—About 9,000 bales.

Exchange.—We quote, to-day, as under—

India T. T. at Rs. 16/- per cent.

London T. T. at Sh. 2.2 1/2/- per cent.

Demand " 16/-

Shanghai " 7/- per cent.

Silver " 3/- per cent.

## YUET-HAN RAILWAY.

## DIRECTORS AND CHIEF ENGINEER AT LOGGERHEADS.

[From a Correspondent.]

Canton, 4th October.

Chief Engineer Kong of the Yuet-han Railway Co., Ltd., is annoyed because his directors have been asking what he considers to be unreasonable questions. Some days ago one director inquired about railway engineering to which he gave a full reply wherein the director in question made several statements regarding the manner in which the line should be constructed. The Chief Engineer remarked that the director did not know what he was talking about. It is now stated that some of the other directors were displeased at the remark made to their colleague and are alleged to have cast doubts as to the capability of the Chief Engineer to perform his duties as superintendent of a railway line of the length and importance of the Canton-Hankow Railway.

## KULANGSU MUNICIPAL COUNCIL.

## MINUTES OF MEETING.

The following are the minutes of a meeting of the Kulangsu Municipal Council held at the Board Room, Kulangsu, Amoy, on the 11th September, 1906. Present:—Messrs. F. B. Marshall (chairman), C. A. V. Bowra, A. F. Gardner, I. Takasugi, W. H. Wallace, the Health Officer, and the Secretary.

The minutes of the last meeting were read and confirmed.

On the motion of Mr. Wallace, the secretary was instructed to obtain from contractors estimates for erection of a matched pavilion on the tennis ground; also estimate for purchasing and removing the present pavilion.

The secretary was instructed to inform the owner of the motor bicycle that while the Council consider such machines undesirable, on the island and any increase in the number of these machines on the roads should be discouraged as they are a source of considerable danger to the public, they realize the care the owner takes to avoid accidents, and for the present, are willing that "closed time" for riding the machine shall be from 4 p.m. to 6 p.m.

The Council decided that the Sikh Municipal Police, at the option of the Council, may, after three years' service, be granted leave on half pay at the rate of one month for every completed year's service.

The secretary was instructed to write to the Senior Consul forwarding him the title deeds of a plot of land offered the Council for new gao, etc., and requesting the Consular Body kindly to ascertain from the Chinese authorities whether these deeds are registered with the Hsin-fang-tung and in order.

The following extract from report of Government Analyst at Hongkong on the nine samples of milk sent him on the 3rd inst. is ordered to be published for general information:—

Marks "A1" from Chiat-Hoat—Chin-Chai—"I am of opinion that the said sample contained the parts as under:—Milk 62; added water 37, total 100."

Marks "A2" from same dairy as above:—"I am of opinion that the said sample contained the parts as under:—Milk 89; added water 11, total 100."

Marks "B1" from Eng Hap—He-Ah—"The quality of the milk answers the legal requirements."

Marks "B2" from same dairy as "B1":—"The quality of the milk answers the legal requirements."

Marks "C1" from Hap-Sionn—Sam-Ah—"The quality of the milk answers the legal requirements."

Marks "C2" from the same dairy as "C1":—"The quality of the milk answers the legal requirements."

Marks "D1" from Sung Kee—Seng-Ah—"I am of opinion that the said sample contained the parts as under:—Milk 96; added water 4, total 100."

Marks "D2" from the same dairy as "D1":—"The quality of the milk answers the legal requirements."

Marks "E1" from Kulangsu Milk Company—"I am of opinion that the said sample contained the parts as under:—Milk 96; added water 4, total 100."

A COOLIE named Leung Chak, who gave his address as No. 2, Second Street, and was not known there, got caught on the wharf as soon as he left the steamer *Hawking*, early on Thursday, for helping himself to about twenty catties of beans. The beans were being brought down from Canton in huge baskets for sale in the local markets. He was proceeded against by Inspector Warnock, at the Police Court this morning, before Mr. F. A. Hazeland, who on hearing the evidence of the prosecutor, sentenced Leung to three weeks' hard labour and six hours' stocks.

Mr. H. J. Gardiner, of the office of Mr. O. D. Thomson, gave the Court a mild scare on Thursday when he announced that in a day or so he will have a case that will be some interpreting. He said the complainant was an Arab and the defendant only spoke Punjabi, which latter language the Indian Court interpreter did not speak. He appeared for the defendant and asked permission to engage his own interpreter, Mr. H. H. J. Gomperz said that that could not be done. If there were any interpreters to be engaged, the Court would see to that, and that remunerations for interpreters would be paid from the Magistracy funds and not by defendant.

LOCAL AND GENERAL.

THE General Post Office informs us that 6 bags and 2 packets were received on Tuesday in a damaged condition from s.s. *Akashi Maru* which went ashore in the vicinity of Amoy.

THE Chinese Engineering at Mining Co.'s total output of the Company's three mines for the week ending September 15 amounted to 19,487 tons and the total sales during the same period to 19,797.62 tons.

A RUMOUR was in circulation at police headquarters on Tuesday to the effect that three more European policemen are about to leave the force. They have tendered their resignations, which we hear, have been approved of. "If it goes on at this rate," commented an officer to-day, "there wouldn't be many white men left in the force."

CAPTAIN A. J. Robson of the steamer *Hawking* reported on arrival at Hongkong on Wednesday that the Osaka Shosen Kaishi's *Akashi Maru* is badly ashore on North Monro Reef and has been abandoned. Gangs of fishermen were seen busily engaged hunting the vessel when viewed from the deck of the *Hawking*.

We picked it up in the street<sup>1</sup> was the only excuse four Indian soldiers of the 12th Baluchi could give Mr. H. H. J. Gomperz, at the Police Court on Tuesday, when they were charged with being in unlawful possession of a quantity of yarn. The excuse was not at all satisfactory and his Worship asked them to pay a fine of \$25 each.

MATRIMONIAL amenities in Burma sometimes assume rather an acute form. A married couple living in Yezu village, Hanthamduy District, had a quarrel which ended in both seizing *dik* and having a fight. They inflicted such gash wounds on each other, principally on the head and neck, that both died from the effects of their injuries. *Quis separabit?*

MR. H. A. Morris, an overseer in the Public Works Department and Inspector Spencer Kelly, of the Sanitary Department, proceeded respectively against two coolies at the Police Court on Monday, for cruelly ill-treating pigs at Kennedy Town, on Sunday. The defendants were engaged with a number of other men handling pigs at the Cattle pier at Kennedy Town. They had some difficulty in getting the pigs out of their baskets and the defendants were seen to be pushing the animals out by means of sharp bamboo. Mr. H. H. J. Gomperz fined them \$10 each and bound them over in the sum of \$100 each to be of good behaviour for three months.

A TOKIO dispatch states that the T.K.V. steamer *America-maru*, 11,000 tons, left San-Francisco on the 14th ult., and is due according to schedule—at Yokohama on October 2nd, to bring a large consignment of goods, ordered in anticipation of the new Customs tariff. The consignees have jointly applied to the Toyo Kisen Kaisha to do their utmost to ensure the steamer arriving before October 1st, and the dispatch states that orders have been issued that the *America-maru* is to cross the Pacific at full speed, in an endeavour to arrive at Yokohama before midnight on the 30th instant. There will be many anxious eyes and ears awaiting news of the steamer about this time next week.

A CORRESPONDENT writes to say that it is no wonder the gaslight lately has been so dim, when there is apparently a leak in one of the new pipes somewhere between the Chartered Bank of India, Ltd., and the Connaught Hotel. The air there for the last few days has been strong with the smell of escaping gas. Who'll be called upon to pay for it? he asks, and we can only refer him to the Gas Company.

A RUMOUR—probably only a "blunder"—was ripe in the Settlement last week to the effect that trouble is brewing in the shape of a riot, which is to take place on 4th October next. The excuse for it is to be the tramways, but in reality the price of rice is the cause. Why the riot should be the date selected we do not quite know, but if attempt is made to stir up the tramways the natives will find some hard work before them.—*Shanghai Times*.

A CORRESPONDENT writes to say that it is no wonder the gaslight lately has been so dim, when there is apparently a leak in one of the new pipes somewhere between the Chartered Bank of India, Ltd., and the Connaught Hotel. The air there for the last few days has been strong with the smell of escaping gas. Who'll be called upon to pay for it? he asks, and we can only refer him to the Gas Company.

THE conductor of electric tramcar No. 29 proceeded against a boatman at the Police Court on Monday, before Mr. H. H. J. Gomperz, for using abusive language towards him on Saturday, and for assault. The defendant said he simply asked complainant to give him silver and copper as change for his fare and he got arrested. The conductor said when he returned defendant his change on Saturday night he got very disorderly on the car and when told that if he continued it would be off the car, defendant's feet interfered with his anatomy. His Worship fined defendant \$5 on the first charge, and on the second item he was bound over to keep the peace for three months.

EIGHT coolies, who are employed in a shop at Mong-kok-tsui, were charged before Mr. F. A. Hazeland, at the Police Court this morning, with assault. The complainants were seven coolies. The defendants, the eight coolies, were charged for the defendants

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5276

九月八日二十三號

SATURDAY, OCTOBER 6, 1906.

六月六日

六月六日

\$30 PER ANNUM,  
SINGAPORE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$10,250,000  
RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:

A. HAUPT, Esq., Chairman;  
G. H. Medhurst, Esq., Deputy Chairman;  
G. Balloch, Esq.; A. J. Raymond, Esq.;  
E. Goett, Esq.; R. Shawan, Esq.;  
Hon. Mr. W. J. Gresson; N. A. Siebs, Esq.;  
C. R. Lenzmann, Esq.; H. E. Tomkins, Esq.;  
D. M. Nisius, Esq.

ACTING CHIEF MANAGER:  
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum  
For 6 months, 3 per cent. per annum  
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 30th May, 1906.

DEUTSCH ASTATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
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FOUNDED BY THE FOLLOWING BANKS AND  
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Staatsbank)

Direction der Disconto-Gesellschaft  
Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warthaue & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koenigsberg.

Bayerische Hypotheken und Wechselbank,  
Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONT GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be  
learnt on application. Every description of  
Banking and Exchange business transacted.

HUGO SUTER,  
Manager.

Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDEL.  
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatap,

Padang, Medan (Deli), Palembang, Kota,

Rajia (Acheo), Telok-seinawae (Acheo),

Bandjermasin.

Correspondents at Macasar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Hiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

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LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

THE Bank buys and sells and receives for  
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letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and  
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily  
balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,  
Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including  
PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Pedder Street.

Hongkong, 1st June, 1906.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong 28th May, 1906.

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## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, SHANGHAI, CHINAWANTAO, MOJI & KOBE	PERA	About 14th October	Freight only.
YOKOHAMA, SHANGHAI, CHINAWANTAO, MOJI & KOBE	Capt. A. L. Valentini	October	
SHANGHAI	DELTA	About 18th October	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELHI	20th Oct.	Freight and Passage.
	Capt. J. D. Andrews, R.N.R.	Noon	
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA	About 25th October	Freight and Passage.
	A. W. Anderson, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

### FOOTBALL BOOTS.

CHROME

AND

RUSSET

LEATHER.

\$5

Per Pair.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906.

CALDBECK MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.

Hongkong, 1st September, 1906.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF  
MEMBERS will be held in the CITY  
HALL on SATURDAY, the 13th October, 1906,  
at 12 o'clock Noon.

By Order, T. F. HOUGH,  
Clerk of the Course.

Hongkong, 1st October, 1906.

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CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the Undersigned  
at 12 o'clock (Noon), on SATURDAY, the  
20th instant.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
instant, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.

Hongkong, 2nd October, 1906.

[19]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
in all kinds of

JAPANESE FINE ART CURIOS, TEA  
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET

Hongkong.

Hongkong, 28th April, 1906.

[19]

## Intimations.

### JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHI, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldura, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotau, Sasebo, Mikaze, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Hoku, Hondo, Ichinura, Kanada, Mameda, Maorou, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshiotaki, Yoshio, Yunkikai, and other Coal.

45

T. S. TANAKA, Manager, Honkong.

### THE CITY OF PARIS,

2, PEDDER STREET,

(OPPOSITE THE HONGKONG HOTEL),

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN,"	2,338 tons	Captain W. A. Valentine.
"FATSHAN,"	2,250 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted); 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
---------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
------------------	----------	--------------------

Service temporarily suspended.

## JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
----------------	----------	--------------------

"NANNING,"	569 "	C. Buchart.
------------	-------	-------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 10 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation, and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, HUEZ, PORT SAID, NAPLES, DENIA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

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LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR AND SOUTHAMPTON to land Passengers  
and baggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUFTOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

On WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship *GNEISENAU*, Captain Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and CNAO.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.
Return	91. 0. 0.	63. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.
Return	97. 0. 0.	66. 0. 0.

## TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONSHAFEN, FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE.	SAILING DATES.
SANDAKAN	.....	TUESDAY, 16th October.
WILLEHAD	.....	TUESDAY, 13th November.

On TUESDAY, the 16th day of October, 1906, at Noon, the Steamship *SANDAKAN*, Captain G. Wendig, with MAIL, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class and 2nd Class	3rd Class
TO MANILA	£50.00
TO NEW GUINEA	£30.00
TO BREMEN	£20.00
TO SYDNEY	£28.00
TO MELBOURNE	£31.00
TO YOKOHAMA	£80.00
TO KOBE	£95.00
TO YOKOHAMA & back from KOBE to HONGKONG	£140.00

The Steamer is all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

## THE HEAD AGENCY

OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 29th September, 1906.

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## Intimation.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, DIAGUILLAR STREET.

## NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

## Just Arrived.

SOCKS (Linen), LADIES' AND  
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS;  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.SANDALWOOD BOXES (INLAID),  
HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

## Inspection earnestly solicited.

Hongkong, 28th May, 1906. [539]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.,  
Hongkong, 10th September, 1906.

## Auctions.

PARTICULARS AND CONDITIONS OF  
the letting by Public Auction Sale, to be  
held on MONDAY, the 8th day of October,  
1906, at 3 P.M., at the Offices of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND;  
at Hung Hom, in the Colony of Hongkong,  
for a term of 75 years, from 10th day of  
May, 1904, with the option of renewal at a  
CROWN RENT to be fixed by the Surveyor  
of His Majesty the KING, for one further term  
of 75 years.

## PARTICULARS OF THE LOT.

No. of Site.	Registry No.	Locality.	Boundary Measurements	Contents of Land	Annual Rent.	Upset Price.
Hongkong, 20th September, 1906.	Lot No. 172.	Hung Hom.	feet feet feet	feet feet feet	\$	\$
			50 50 405 415 23 23 214 29 60 62			

Hongkong, 20th September, 1906. [560]

## BY ORDER OF THE MORTGAGEE.

## PUBLIC AUCTION.

THE VERY VALUABLE RECLAMATION PROPERTY,  
known as the REMAINING PORTION OF  
THE EXTENSION TO THE REMAINING  
PORTION OF MARINE LOT 88 containing  
an area of 1,871 square feet upon which stand  
the houses known as 21 BONHAM STRAND  
WEST and 18, WING-LOK STREET  
will be offered for sale by

## PUBLIC AUCTION.

ON  
MONDAY,  
the 15th day of October, 1906,  
byMr. GEO. P. LAMMERT,  
at his Sales Rooms, No. 3, Duddell Street,  
at 3 o'clock in the afternoon.The Purchaser, on completion of his pur-  
chase will be entitled to surrender the premises  
purchased by him to the Crown and to call for  
a Crown Lease of the same for 999 years as  
from the 27th day of September, 1854, at the  
Annual Rent of \$54. The Purchaser will be  
required to take up such Crown Lease as soon  
as practicable after completion.For further particulars and conditions of  
sale, apply to—  
MESSRS. JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central,  
The Vendor's Solicitors,

## or to—

The Auctioneer,  
Mr. GEO. P. LAMMERT,  
3, Duddell Street,  
Hongkong, 4th October, 1906. [589]

## PUBLIC AUCTION.

## BY ORDER OF THE MORTGAGEE,

VALUABLE LEASEHOLD PROPERTY,  
situate at Lan Kwai Fong, in the Colony of  
Hongkong,

## ON

TUESDAY,  
the 16th day of October, 1906, at 3 P.M.,

## BY

Mr. GEO. P. LAMMERT,  
Auctioneer,  
at his Sales Rooms, Duddell Street, Victoria.The Premises are registered in the Land  
Office as SECTION A OF INLAND LOT No. 1,263  
with the Message thereon, known as No. 6,  
Lan Kwai Fong, and are held from the Crown  
for the residue of a term of 999 years.

Annual Crown Rent \$5.76.

For further particulars and conditions of  
sale, apply to—  
MESSRS. EWENS, HARSTON & HARDING,  
Vendor's Solicitors.

Hongkong, 3rd October, 1906. [590]

## RIVERSIDE SUNSET.

It is the hour of sunset glow,  
And in the mellow golden gleam—  
The roofs, the trees, the murmuring stream  
Are bathed in a celestial glow;

No sullen kiss of trembling light,  
Like sunbeams glinting through a storm,  
But with a splendour rich and warm  
That shall but deepen into night.

And whilst the glory floods around,  
A whisper, born 'mid flower and tree,  
Begins to linger lulling  
Along the undulating ground.

The river sings the woods to rest  
With voice of waters rippling light;  
The swaying woods with verdure bright  
Hang fondly o'er the water's breast.

So still the air is, that the cry  
Of seamen passing with the tides,  
Re-echoed as their vessels glide,  
Breaks not the calm of earth and sky.

The birds that, 'mid the bushes throng—  
Have twittered each a soft farewell,  
And sink to slumberneath the spell  
Of eventide's fond cradle-song;

While night is falling, and the hymn  
Of winds across the uplands grey  
Is dying with the dying day,  
And sleeps along the valleys dim.

—*Pall Mall Gazette.*HIS MAJESTY'S SHIP  
"DREADNOUGHT."

## A THOROUGHLY WELL-BUILT SHIP.

The Press Association's Portsmouth corre-  
spondent states on the authority of high officials  
in Portsmouth Dockyard that the report  
published that the work aboard the battleship  
*Dreadnaught* has been scamped, and that the ship  
has been badly built, is entirely without foundation.  
The names of the officials inter-  
viewed cannot be disclosed, but their title to  
speak with authority is, says the correspondent,  
unimpeachable. They state that the ship has  
been thoroughly well-built, and has stood all  
the hydraulic and other tests applied, both to  
her double bottom and to her watertight compartments,  
without leaking in the least.

"There is no foundation whatever for the  
assertion," one official remarked, "and I do not  
understand why they should have been  
circulated, unless there is some jealousy on the  
part of private firms because the *Dreadnaught*  
has been built in a Government yard in a record  
time. These firms could not build such a  
ship in the same period, because trade union  
organizations would not permit men to work  
under the same conditions or put in so much  
overtime as the men have done on the *Dreadnaught*.  
The fact that the men have worked  
overtime does not imply sweating. There has  
been no sweating whatever. The men have  
been fully paid for what they have done, and  
so far from resenting overtime, they like it.  
There has been no scamping whatever, and no  
ship has ever been better built."

The correspondent adds that the authorities  
are extremely indignant with the assertion pub-  
lished, as those engaged on the *Dreadnaught*  
have displayed enthusiastic pride in their work  
to an extent which is somewhat unusual in a  
Government establishment. The report referred  
to above did not appear in the *Pall Mall  
Gazette* that paper remarks.

—*Pall Mall Gazette.*

—*SHIRE*, LINE OF STEAMERS.

## Intimation.

## THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It  
was an experienced old diplomat who said this  
to a beginner in the work. It may pass in some  
things, but not in business. Fraud and decep-  
tion are often profitable so long as concealed;  
yet detection is certain sooner or later; then  
comes the smash-up and the punishment. The  
best and safest way is to tell the truth all the  
time. Says you make friends that stick by you,  
and a reputation that is always worth twenty  
shillings to the pound everywhere your goods  
are offered for sale. We are able modestly to  
affirm, that it is on this basis that the world-  
wide popularity of

## WAMPOLE'S PREPARATION.

reals. The people have discovered that this  
medicine is exactly what it is said to be, and  
that it does what we have always declared  
it will do. Its nature also has been frankly made  
known. It is palatable as honey and contains  
all the nutritive and curative properties of Pure  
Cod Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. A combination of supreme  
excellence and medicinal merit. Nothing has  
been so successful in Anemia, Scrofula, Bron-  
chitis, Influenza, Loss of Flesh and Wasting  
Diseases, Weakness and Low Nervous Tone,  
and all complaints caused by Impure Blood.  
Dr. Austin D. Irvine, of Canada, says: "I  
have used it in cases where cod liver oil  
was indicated but could not be taken by the  
patient, and the results following were very  
gratifying." It is effective from the first dose  
and agrees with the most sensitive and nervous  
stomachs. It cannot deceive or disappoint you,  
and comes to the rescue of those who have  
received no benefit from any other treatment.  
It stands for the medicinal triumphs of the age.  
Watch carefully against imitations." Sold by  
chemists throughout the world.

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—*Pall Mall Gazette.*INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

## "LAISAN."

having arrived from above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining  
on board after 4 P.M., the 8th instant, will be  
landed at Consignees' risk and expense. Claims  
for rain damage to Cargo landed into Godown,  
at Consignees' expense, will not be entertained.  
No Fire Insurance will be effected.

No claims will be admitted after the goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 10th instant will be  
subject to rent.

## Consignees.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND  
STRaits.

## THE Steamship

## "MERIONETHSHIRE."

Captain C. H. Burch, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 10th instant will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 10th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 4th October, 1906. [191]

## AMERICAN ASIATIC STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Steamship

## "ELLEN RICKMERS."

Captain Mierschla, having arrived from the  
above Port, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 8th October will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 2nd October, 1906. [197]

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

## "BRISGAVIA."

Captain Hildebrandt, having arrived from  
Hamburg, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be  
landed into the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All broken, chafed and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 2nd October, 1906. [197]

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

## "HABSBURG."

Captain Filler, having arrived from Hamburg,  
Consignees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
by the Undersigned and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-DAY.

Any cargo impeding her discharge will be  
landed into the hazardous and/or extra hazardous  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All broken, chafed and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 8th October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
General Agents.

## Intimation.



"STILL LEADING."  
WATSON'S

E  
LIQUEUR  
SCOTCH  
WHISKY.  
\$15-per case.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.  
ESTABLISHED A.D. 1841.  
Hongkong, 28th September, 1906.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Official business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE):  
DAILY—\$10 per annum.  
WEEKLY—\$15 per annum.

The rate per quarter and per annum, proportional. The daily issue is delivered free, when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On September 30, at "Kalee" Shanghai, the wife of T. H. BULOW VON RAVENS, I. M. Customs, of a daughter.

On September 30, at Shanghai, the wife of W. J. E. FORSYTH, Nanking, of a son.

## MARRIAGE.

On October 2, at Shanghai, J. A. REYNOLDS, of I.M. Customs, to MAEIL MAUD LILIAN, second daughter of the late J. T. Burgoine, M.D., of Maryborough, Queensland.

## DEATHS.

On October 1, at Shanghai, PIA SING-CHONG, for 13 years House Surgeon of the Shantung Road Hospital, aged 47.

On October 2, at Shanghai, JOHN LEONARD, (late Chief Engineer s.s. "Kweltie"), aged 54 years.

## The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 6, 1906.

## THE LATE HARBOUR MASTER.

The local Press have paid their just tribute to the sterling worth of a Public servant by whose untimely end the Colony and the community have been all the poorer by the loss of an official of whom it can be said with no exaggeration of language that he was an officer whose equal it should be difficult for the Colony to find to replace the head of the harbour department in the important shipping port of Hongkong. The sympathy which is extended by the Press in Shanghai will be appreciated by the friends of the late Harbour Master in Hongkong. "It will be with deep regret," says the *N.C. Daily News*, "that the many friends of Captain Barnes-Lawrence, Harbour Master of Hongkong, will learn of his sudden death yesterday and instinctively sincere sympathy with his widow and daughter will be expressed. Captain Barnes-Lawrence came out to Hongkong in 1904 to fulfil the onerous duties of Harbour Master at a time when the problem of providing accommodation sufficient for the rapidly increasing

number of ships putting in at that port was causing much worry and not a little anxiety to those in authority. He soon settled down to his duties and obtained a sound knowledge of the local conditions and difficulties. He gave considerable consideration to the question of providing supplementary deep water anchorage; and the typhoon shelter problem was always uppermost in his mind. By his work more than by his speech, in the Legislative Council, the steps he thought it prudent and found himself able to take were noted, and before the recent typhoon he had come to the conclusion that, though the exchequer could ill afford the money, yet proper typhoon anchorages must be found. Hongkong made a harbour in the proper sense of the word. In the public life of the Colony Captain Barnes-Lawrence took an unostentatious part; as a public servant he had his critics but never had they been pronounced. At "The Chalet," the Peak, many a resident in the Far East will remember being received by a typical, genial naval officer. He will be sadly missed."

## LOCAL AND GENERAL

The English and French mails of the 8th and 4th Sept., were delivered in London on the 5th inst.

MR. F. J. Badeley, Captain Superintendent of Police, has been appointed to be provisionally an official member of the Legislative Council.

THE S.S. *Chinkai Maru* was successfully refloated yesterday. She has since been towed across to Kowloon, and is lying in the bay awaiting her turn to be drydocked.

IN the report of the Canton Insurance Office, printed in our yesterday's issue, the statement account related to the year ending 31st December, 1905, and not 1906, as printed in error.

HIS Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Dr. J. W. Hartley, M.B., to be a temporary assistant surgeon in the Medical Department.

AN application has been made to the authorities by the Kobe Kawasaki Dockyard Company for a charter to set up a large floating dock, which can accommodate a vessel of 15,000 tons, just off the mouth of the old course of the Minatogawa. The cost of such a dock is estimated at \$1,400,000, including a curved breakwater to protect it from high seas and winds.

A CHINAMAN, who was a witness for the prosecution in a certain case heard at the Police Court this morning, was called to the stand to be examined. While the interpreter was administering to him the usual oath the man paid no notice, but suddenly his right hand shot up in the air and remained over his head. "Put your hand down," said Mr. Hazelton. "You are not in Scotland."

THE *Shinpuo* publishes a telegram under date of the 30th ult. from Peking, to the effect that the Emperor has granted the joint request of the Vicereyn at Nanking and Governor at Soochow to pass free from Customs dues 100,000 taels worth of rice purchased from Anhui and Kiangsi provinces and destined for consumption in Shanghai and vicinity. This rice will, of course, be sold to the people at cost price.

THE following cable has been received from G.O.C., Capetown:—*Soudan* sailed from Durban 4th October as follows for Hongkong and North China: Army Pay Department, one officer, one lady, two children; R.A.M.C., two officers, one lady, nine N.C.O.'s and Men; 1st Middlesex Regt., 12 officers, seven ladies, four children, 266; Warrant Officers N.C.O.'s and Men, 21 women, forty children; 3rd Manchester Regt., one officer, one man, one woman.

THE C. N. S. *Shaohsing*, which arrived at Shanghai from Hongkong on 2nd inst., reports: At 3 p.m. on September 28, passed the C. N. S. *Yuchow* with two lighters, at anchor off Kerr Island, Hainan Strait, sheltering. At 1 p.m. on the 30th, passed the I.C.S. *Choyang*, sheltering under Taichau. She reported that she had lost one li. tier. At 1 p.m. the same day, observed another steamer of the Indo-China S.N. Co. approaching Taichau, with two lighters in tow.

ACCORDING to a statement in the *Shanghai Mercury*, that evidently emanated from the Dock and Ship building plant there several vessels are shortly to be ordered by the Philippine Government for service round the islands, and bids for same will soon be advertised. The Shanghai Dock and Engineering Company will be among the bidders, and, in view of the work done on the revenue cutters built for the U. S. Government a couple of years ago, that Company believes it stands a chance of securing some of the contracts.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 30th September, 1906, as certified by the managers of the respective Banks:

	Average	Specie
Banks	Amount	In Reserve
India, Australia and China	\$3,189,352	\$2,300,000
Hongkong and Shanghai Banking Corporation	11,512,523	8,500,000
National Bank of China, Limited	106,986	45,000
Total	\$14,808,861	\$10,845,000

At stake for six hours.

## DEDICATION OF ST. ANDREWS

## NEW CHURCH AT KOWLOON

## GIFT OF SIR PAUL CHATER.

This afternoon, acting under the powers vested in him as Commissary, by His Grace the Archbishop of Canterbury, during the vacancy in the See of Victoria, Hongkong, created by the death of the late Bishop, the venerable Archdeacon Bannister dedicated the new church of St. Andrews, which has been erected and presented by Sir Paul Chater, C.M.G., to Kowloon. It will be remembered that the foundation-stone of this new place of worship was laid by the late Bishop of Victoria on December 13th, 1904, the church itself being erected according to plans drawn up by Mr. A. Bryer, of Messrs. Leigh and Orange, architects, following the lines of the old English Gothic style of architecture. The church is erected on a fine site at the end of Robinson Road, on an elevation, the ground being a free gift of the Government, for the purpose. As the edifice neared completion the difficulty of the furnishing had to be faced, but it was one soon surmounted, for the appeal to the public was promptly responded to, and all anxiety on that score was soon relieved. Besides giving the church itself Sir Paul Chater presented a beautiful East Window, depicting the Crucifixion, and the Last Supper, and five Chancel lights. The brass eagle lectern was the gift of Mr. Bayr, the architect of the church, the Rev. F. T. Johnson, M.A., Chaplain of St. John's Cathedral (now on leave at home), presenting the font. The Communion Plate was provided by subscription, while Mr. W. King presented the Service and Office books, and the Bible for the lecturer. The "Fine Linen" for the altar during the celebration of the Eucharist, was presented by Mr. and Mrs. E. C. Lewis; Messrs. Wilks and Jack, having secured the co-operation of their friends, being responsible for the installation of electric light throughout the building. The brass casket for the Altar was the gift of Mr. J. Low, Mr. John Plummer presenting the brass cross, for the altar. The altar frontalts are the gift of Lady Hoare, a relative of the late Bishop. The prayer books have been presented to the church by the S. P. C. K., while the late Bishop Hickersteth, Bishop of Exeter, shortly before his death, which took place so recently, made a gift by grant of the Hymn books required.

As for the pulpit, reading-desks, credence-table, seats for the clergy, choir seats and rails they were all provided by the late Bishop of Victoria, who took much interest in this new church. As regards the salary of the Chaplain, the Rev. A. J. Stevens, the Cathedral Church Hody have made themselves responsible for half of the same for three years, the remainder to be provided out of the offerings, pew-tents, voluntary contributions, and subscriptions, out of which also must be provided all the expenses for maintaining the services, as there is no endowment. Later, naturally, an organ will be required, and that means an organist's stipend. The Cathedral Church Body will be appointed trustees of the Church and property, and they will appoint a Vestry for the usual purposes of the Church. At the Dedication Service to-day the order of which had been specially drawn up by the late Bishop, there were present all the clergy in the Colony who could be present, besides a large contingent of members of St. John's Cathedral.

The Rev. A. J. Stevens now enters upon his duties as first chaplain of St. Andrew's Church, having been released from duty at the Cathedral.

THE *Shinpuo* publishes a telegram under date of the 30th ult. from Peking, to the effect that the Emperor has granted the joint request of the Vicereyn at Nanking and Governor at Soochow to pass free from Customs dues 100,000 taels worth of rice purchased from Anhui and Kiangsi provinces and destined for consumption in Shanghai and vicinity. This rice will, of course, be sold to the people at cost price.

THE following cable has been received from G.O.C., Capetown:—*Soudan* sailed from Durban 4th October as follows for Hongkong and North China: Army Pay Department, one officer, one lady, two children; R.A.M.C., two officers, one lady, nine N.C.O.'s and Men; 1st Middlesex Regt., 12 officers, seven ladies, four children, 266; Warrant Officers N.C.O.'s and Men, 21 women, forty children; 3rd Manchester Regt., one officer, one man, one woman.

THE *C. N. S. Shaohsing*, which arrived at Shanghai from Hongkong on 2nd inst., reports: At 3 p.m. on September 28, passed the C. N. S. *Yuchow* with two lighters, at anchor off Kerr Island, Hainan Strait, sheltering. At 1 p.m. on the 30th, passed the I.C.S. *Choyang*, sheltering under Taichau. She reported that she had lost one li. tier. At 1 p.m. the same day, observed another steamer of the Indo-China S.N. Co. approaching Taichau, with two lighters in tow.

THE twenty-first half yearly report of the Japan Sugar Refining Company of Osaka, just out, shows that the gross profit of the company for the last half year has amounted to Yen 810,149, while the working expenses have amounted to Yen 3,661,347, showing a loss of Yen 18,198, for which a surplus of Yen 12,662 has been paid, leaving a net loss of Yen 135,536. Against this sum of Yen 12,662 has been drawn from the special reserve. Of this sum, Yen 135,536 has been paid towards the loss, Yen 6,000 for a dividend at the rate of Yen 2 per share, carrying forward a surplus of Yen 4,463.—*Japan Chronicle*.

K. TANOMOJI, a Japanese student, on board the *Tamba Maru*, who was arrested yesterday morning on the Praya East for behaving in a disorderly manner in tramcar No. 28, did not answer to his name when called at the Police Court this morning, and Mr. F. A. Hazelton ordered his bail of \$5 to be remitted. Tanomaji and four other Japs boarded the car and occupied first-class seats. When the conductor came round to collect the fares Tanomaji handed him the equivalent of third class fares. The conductor refused to accept it and a row followed in which the Japs tried to smash up the tram. When the police arrived the four Japs vanished, but Tanomaji got arrested.

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## THE C. P. R. SERVICE

## ANOTHER TRIUMPH.

The acting general agent writes us under today's date as follows:—

Now has reached us to-day from our Montreal office of another triumph for the new Canadian Pacific Atlantic Empress steamers, *Empress of Britain* and the *Empress of Ireland*. The *Empress of Britain* from Quebec Aug. 24th, and the *Empress of Ireland* from Liverpool Aug. 24th, have established new records both East and West bound. Feeling that the new fast time, by the Imperial Mail steamers of the Company engaged in carrying the English mails from Home will be of interest to your readers we beg to give full particulars below:—

*Empress of Britain* from Quebec Aug. 24th: Left Rimouski Saturday, August the 25th, 9.30 a.m., and arrived at Liverpool Friday, August 31st, at 8.00 a.m., apparent time of passage 5 days, 22 hours, and 30 minutes. Deducting 5 hours difference in time, the actual time of passage from Rimouski to Liverpool is 5 days, 17 hours, and 30 minutes. Her time from Rimouski to Mobile, deducting difference in time is 5 days, 6 hours. This is ten hours faster than any best previous record.

*Empress of Ireland* from Liverpool August 24th: Sailed from Liverpool Friday, August 24th, at 11.20 p.m., and arrived at Rimouski on Thursday, August 30th, at 4.20 p.m. Apparent time of passage is 5 days and 17 hours. Adding 5 hours difference in time, the actual time of passage from Liverpool to Rimouski is 5 days, 22 hours. Her time from Inishtrahull (Moville) to Rimouski, adding difference in time is 5 days, 10 hours and 30 minutes, which is one hour faster than any previous record. This is the fastest voyage ever made between Liverpool and Quebec. Actual time 6 days, 7 hours, and 50 minutes, exactly 6 hours and ten minutes faster than has ever been made by any steamer.

## ALLEGED PICKPOCKETS.

## PRACTICE GAME ON RIVER LAUNCH.

Two Coolies—one well known to the police, having had eleven previous convictions, and the other a new arrival—were the defendants in a case heard at the Police Court this morning, before Mr. F. A. Hazelton. The complainant is quartermaster on an ocean-going steamer, and he alleged that the defendants separated him from \$100 bill on board a Yau-mati ferry launch yesterday afternoon. He showed the Court the left hand pocket of his coat, which was cut, containing a slit about three inches long, from where he said his \$10 changed hands. He said that he was on his way across the harbour yesterday, and on the launch met the two defendants, who sat pretty near to him. When the launch was going alongside the bamboo pier he happened to put his hand in his pocket, and found to his amazement that there was a hole there and his only \$10 bill gone. The two defendants had vanished. Landing at the wharf he met them again, but as soon as they saw him they cleared. He gave chase and was about to catch hold of the first man when the latter suddenly switched round and struck out, knocking him over. He held on to his man, nevertheless, until District Watchman 41 arrived and took him in custody. The prisoner's confederate had then vanished.

Half way to the station a man elbowed his way through the crowd and offered to return the quartermaster \$4 if he would order the release of the man in custody of the watchman, as he was a good friend of his. The quartermaster turned round and finding it was the man who was with the prisoner on the launch, seized hold of him also; and both were removed to the station. The quartermaster's uncle testified as to seeing the first defendant cutting his nephew's pocket. The case was adjourned.

## SUGAR REFINING IN JAPAN.

The proposed incorporation of the three sugar refining companies, the Tokyo, Osaka, and Dairi companies, has been agreed upon. At a special general meeting of the Tokyo Sugar Refining Company of Tokyo, the progress of the negotiations for the incorporation of the Dairi Sugar Refining was reported upon. The meeting postponed the approval of a provisional contract for the incorporation of the Tokyo and Osaka companies recently signed, as the amalgamation of the Dairi firm has been agreed on in the main, and the contract including the three concerns is to be laid before a general meeting shortly. The meeting unanimously adopted a proposal to increase the company's capital by Yen 400,000. It was further decided to call a further special meeting on October 10th next.

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## CANTON DAY BY DAY.

## THE NEW VICEROY.

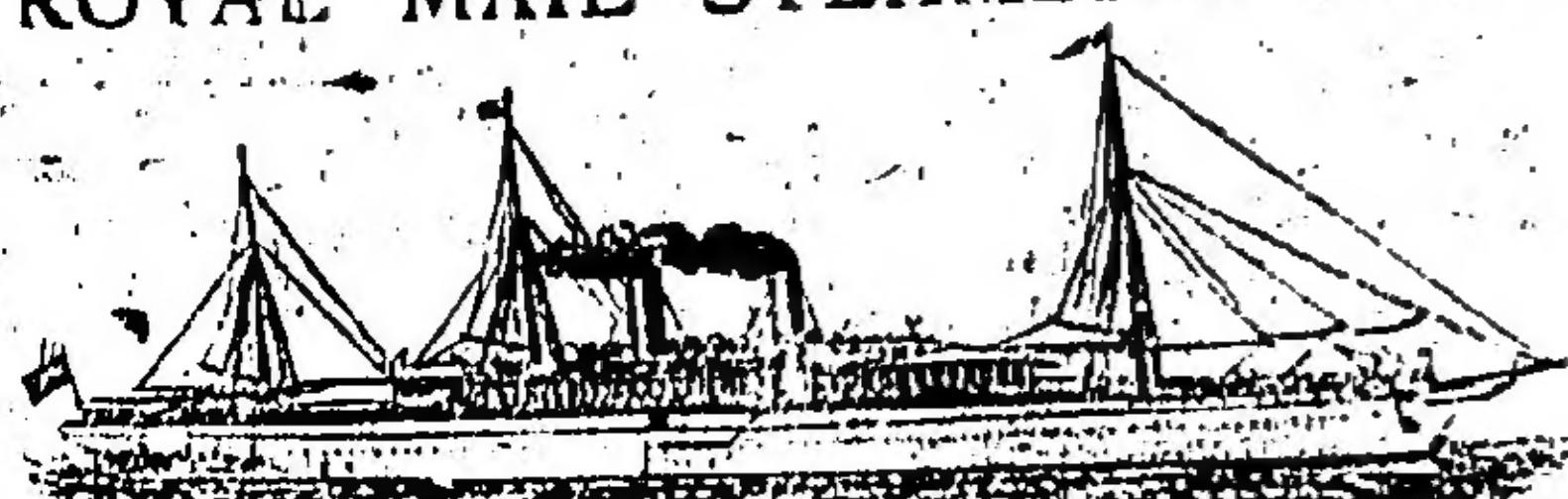
## [From Our Own Correspondent.]

## Canton, 5th October.



## Shipping Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

## PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCUVER
"TARTAR".....	4,425	SATURDAY, October 20.....	November 12
"EMPEROR OF CHINA".....	6,000	THURSDAY, October 25.....	November 12
"EMPEROR OF INDIA".....	6,000	THURSDAY, November 22.....	December 10
"ATHENIAN".....	3,882	WEDNESDAY, November 28.....	December 22
"EMPEROR OF JAPAN".....	6,000	THURSDAY, December 20.....	January 7
"MONTEAGLE".....	6,63	WEDNESDAY, December 26.....	January 19
"EMPEROR".....	6,63	WEDNESDAY, December 26.....	January 19

Intermediate steamers will depart from Hongkong at 4 P.M.

Intermediate steamers will depart from Hongkong at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register.

Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register.

Passenger only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 6th October, 1906.

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INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 6th October, 1906.

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CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS. TO SAIL.

TSINGTAO, CHEFOO and NEWCHWANG "KASHING" 1st October.

SHANGHAI..... "YOCOWH" 7th ".

TAIWANFOO..... "CHANGCHOW" 7th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE

TIENTSEN..... "KWEICHOW" 8th "

MANILA..... "TEAN" 9th "

CHEFOO and NEWCHWANG..... "KWEIYANG" 12th "

SHANGHAI..... "SHAOSHING" 13th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 6th October, 1906.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For Sailing Dates.

ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	—
RUBI.....	2540	R. Almond.....	"	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th October, 1906.

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HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.) About

"SOUTH AMERICA"..... 16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 24th September, 1906.

18

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th October, 1906.

17

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General Agents.

Hongkong, 24th September, 1906.

18

## Shipping Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HANSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." These steamers are specially built for the tropics and have—luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.  
FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENSIN VIA SHANGHAI.

RHENANIA.....	Capt. v. Hoff.....	1st November.
HOHENSTAUFEN.....	Jäger.....	2nd December.
SILESIA.....	Bahle.....	2nd January.

SCANDIA..... v. Doehren..... 1st February.

HANSBURG..... v. Filler..... 2nd November.

RHENANIA..... v. Hoff..... 11th December.

HOHENSTAUFEN..... v. Bahle..... 1st January.

SCANDIA..... v. Doehren..... 8th February.

HANSBURG..... v. Filler..... 22nd March.

RHENANIA..... v. Hoff..... 5th April.

HOHENSTAUFEN..... v. Jäger..... 17th May.

SCANDIA..... v. Doehren..... 14th June.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, HAVRE, (LONDON VIA HAVRE) and HAMBURG.

HANSBURG..... v. Filler..... 2nd November.

RHENANIA..... v. Hoff..... 14th December.

HOHENSTAUFEN..... v. Bahle..... 1st January.

SCANDIA..... v. Doehren..... 8th February.

HANSBURG..... v. Filler..... 22nd March.

RHENANIA..... v. Hoff..... 5th April.

HOHENSTAUFEN..... v. Jäger..... 17th May.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 14th October.

FOR YOKOHAMA &amp; KOBE SEGOVIA..... 18th October.

FOR SHANGHAI, KOBE &amp; YOKOHAMA RHENANIA..... 1st November.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 13th November.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 30th November.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 1st December.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 10th December.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 16th December.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 23rd December.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 30th December.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 6th January.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 13th January.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 20th January.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 27th January.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 3rd February.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 10th February.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 17th February.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 24th February.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 1st March.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 8th March.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 15th March.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 22nd March.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 29th March.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 5th April.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 12th April.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 19th April.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 26th April.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 3rd May.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 10th May.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 17th May.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 24th May.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 31st May.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 7th June.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 14th June.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 21st June.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 28th June.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 5th July.

FOR SHANGHAI, KOBE &amp; YOKOHAMA ANDALUSIA..... 12th July.

FOR SHANGHAI, KOBE &amp; YOKOHAMA SITHONIA..... 19th July.

FOR SHANGH



